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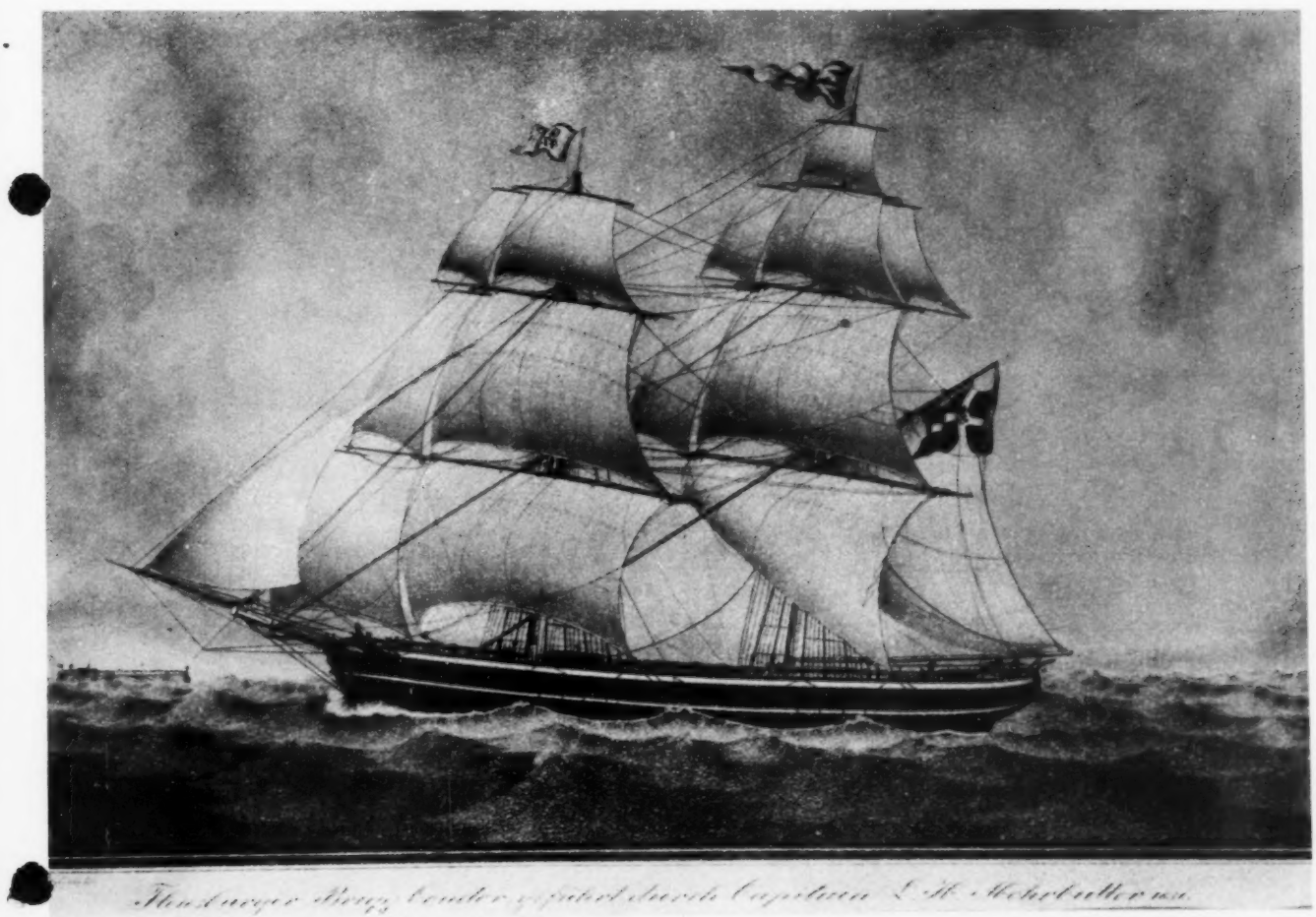
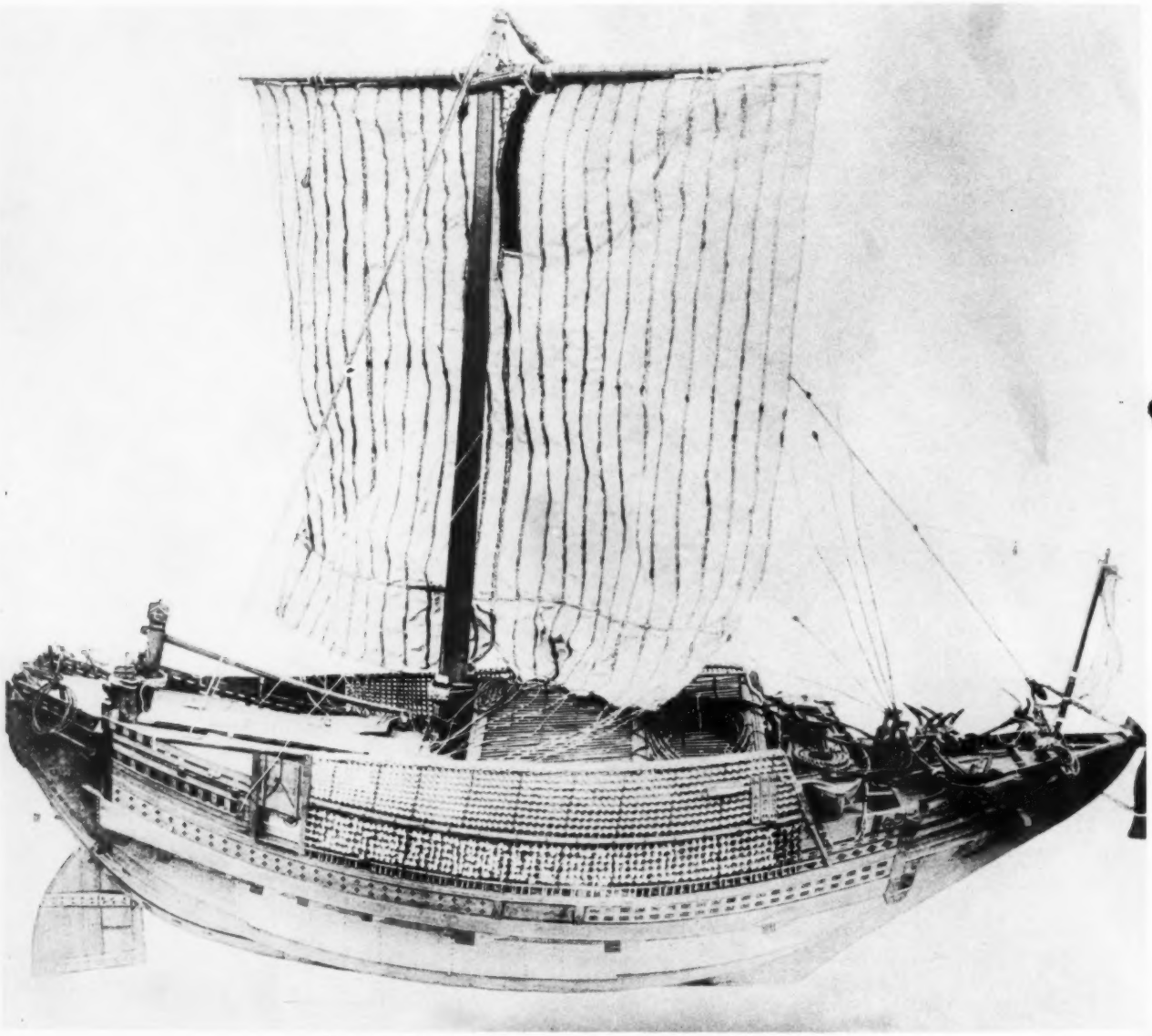


Eagle Carving by Richard Orr : : : Cover Painting from Karl Wede Collection

VOYAGES OF CHINESE AND JAPANESE JUNKS TO AMERICA

By Albert C. Wagner

It has proven highly interesting to pursue the history of Oriental sailing craft which have reached our shores, and I am sure that all who are interested in sail generally will share my views about this fascinating subject. The list of vessels involved is not larg, but officials at Mariner's Museum assure me it is complete to the best of their knowledge. The descriptions of craft that follow have been arranged in chronological order of arrival. Junks arriving as wrecks on the west coast have been treated separately.



Japanese Junk of Modern Style. 船形木日式新 九十四郎

From "Japanese Shipping, Ancient and Modern", Mercantile Marine Bureau, Department of Communications, Tokyo, March, 1904. Courtesy of The Smithsonian Institution.

1. "KEYING" was the first junk definitely known to have been sailed to the United States, and is reported as having left Hong Kong, December 6, 1846, reaching New York, via Cape of Good Hope, on July 9, 1847. Her captain was C. A. Kellett, who was also apparently the owner. Her size and type as well as what became of her is not definitely known, but she seemed to have been quite small and of the three-masted type with very high and wide stern. Her mizzen mast was tiny and mounted far aft, and with the sail battens radiating spoke wise so that they were much closer together at the mast than at the leech of the sailin suchwise that the uppermost one was nearly vertical and the leech of the sail very rounded. (From Illus. London News, April 7, 1934). Ed. note: A print of the KEYING appears in Harry T. Peters' book "Currier & Ives, Printmakers to the American People" as plate 182. Dimensions appearing on print indicate length as 160', breadth of beam 23½', depth of hold 12', etc. The title includes "As she appeared in New York Harbor July 13th, 1847, 212 days from Canton, 720 tons burthen..."

2. "NINGPO" ex "KIN TAI FOONG" was supposed to have been re-named for her place of origin, but the latter has also been reported as Swatow and Foo Chow. The junk sailed from Shanghai on June 6, 1912 (note the long interval of time after the KEYING) and ran into a typhoon six days out. Two of the all-white crew were lost and vessel returned to port after crew refused duty. Second voyage started September 25 with an all-Chinese crew and was hit by a second typhoon which dismasted the ship. The mate and three Chinese seamen rowed 320 miles to Shimidzu where they persuaded the authorities to send out a cruiser and tow her in. The third attempt was more successful. Voyage started on December 22, 1912 and completed in San Pedro, California on February 19, 1913. The entire trip of 7000 miles in 50 days averaged out to 120 miles per day. The 300 ton junk remained in the San Pedro, later Catalina, areas as a tourist attraction until 1923. The wreckage of the craft was still visible at Catalina until 1931. A rather doubtful and highly colored story about the NINGPO being built way back in 1773, use by Chinese Pirates, capture by Chinese Gordon, later use in opium smuggling trade and illegal immigration to Catalina between 1864 and 1910 has little foundation in fact and her construction with camphor wood is also open to question.

3. "AMOY" began her voyage at place of origin on May 17, 1922, when she sailed to Shanghai for fitting out for the Pacific crossing. The junk sailed from that port July 20, heading northward via Japan Straits for Kanaga Island in the Bering Sea. The destination was reached in twenty days, a distance of 2400 miles, and was equal to the record established by the larger NINGPO. From Kanga Island, the AMOY sailed for Vancouver, but did not reach port until October, 105 days from departure. Ship's personnel consisted of Captain-Owner George Waard and wife Chay Lee, with three Chinese crewmen. The junk measured 44' on the waterline, 69' l.o.a., and greatest beam 19'. The 1924 version of the voyage, written after Captain Waard reached New York, revealed a fault in the vessel which was common to all junks making the crossing. The trouble experienced was the Chinese type of rudder which took a terrific beating at sea while in the lowered position. It is thought that voyages in China waters were not as severe on native rudders as distant ventures, but in the instance cited, Captain Waard almost lost his life while making outboard repairs during the long voyage across the Pacific. After the AMOY had spent some time in New York waters, she was purchased by Alfred Nilson and has served as his home since then. Mr. Nilson has raised his family on the craft and has sailed in many far waters during his ownership. He loaned the AMOY to the U. S. Navy for certain tests in 1953 (which have never been publicized according to Alexander Brown's dispatch in Newport News Daily Press issue of April 19th, 1953) and still keeps her as his home in New Rochelle, New York.

4. "HUMMEL HUMMEL" is reputed to be the smallest junk to have ever crossed the Pacific. She was sailed over by Owner-Captain E. Allen Peterson, with his wife Tani and two crewmen, Dick Permenoff and Victor Ermeloff. Peterson explained the unusual name of his vessel was the German version of the oriental expresion "The Shanghai Gesture" or the English equivalent of "thumbing the nose." HUMMEL HUMMEL sailed from China on July 12, 1938 and reached Los Angeles in 85 days. The craft was built to a length of 36', 9' beam and 2½' draft. She was another junk type with a main mast smidships, no mizzen, and the fore leaning over the bows like an ancient artemon.

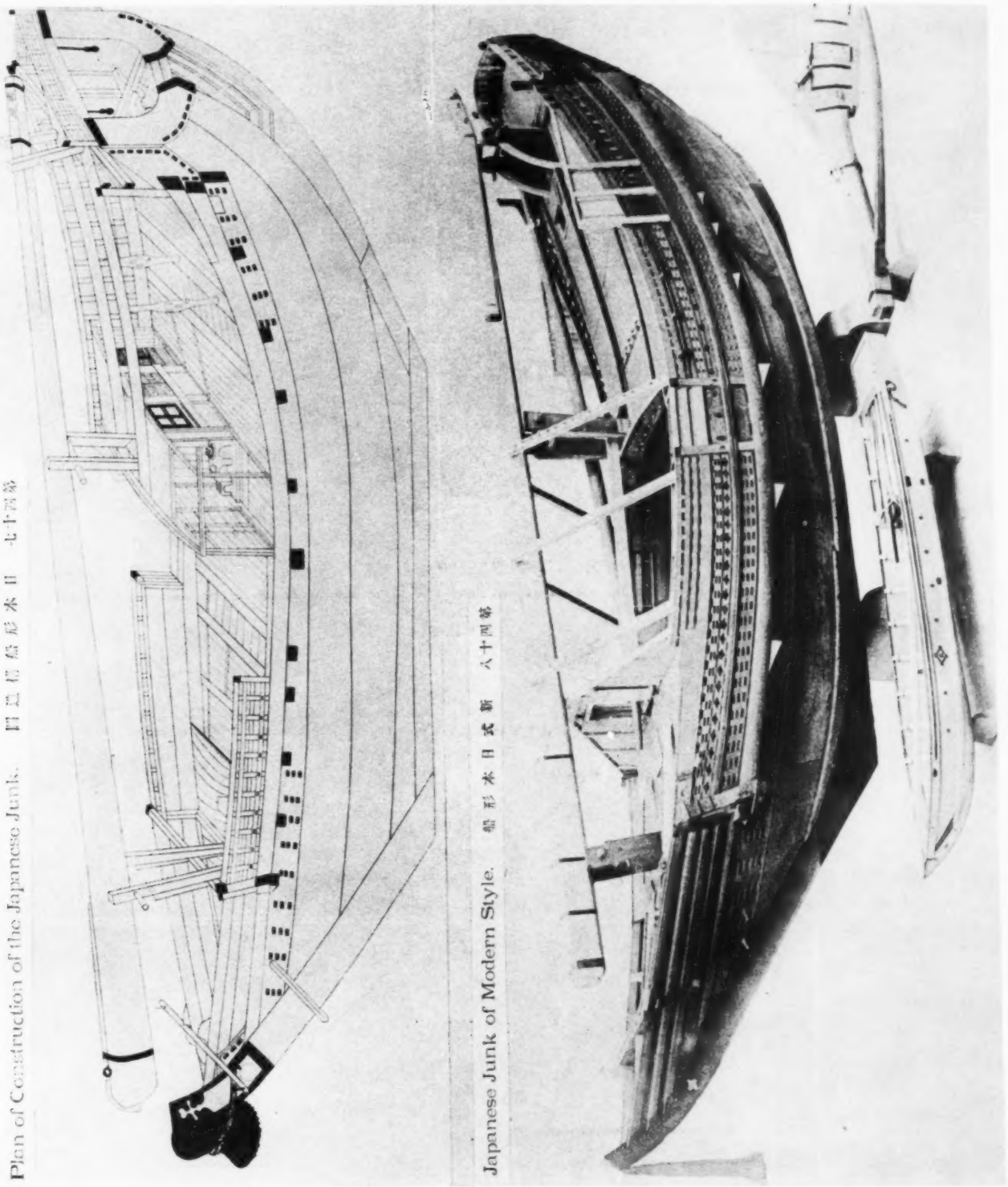
The AMOY carried 1½ tons of ballast and cost the tremendous sum of $250. On December 9, 1939, the Petersons set sail for the South Pacific as missionaries, and a few days after Pearl Harbor, Captain Peterson wishing to go at once into the U.S.N., they abandoned the HUMMEL HUMMEL at Kwato, New Guinea and the vessel has not been accounted for since. This tiny craft proved to be an excellent sea boat and if pictures don't lie nor husbands exaggerate but a little, Tani Peterson is probably the world's most attractive sailor and affectionate wife. The story of the voyage was a delightful work and there were many details and graphic descriptions of how a small junk acts under various conditions.

5. "TAI PING" sailed from Shanghai on April 22, 1939, for Kobe, Japan under command of Owner-Captain John Anderson. The original crew refused to venture beyond Kobe, and a new crew of four was signed on as replacements. The Captain, with his wife Tane and four crewmen departed from Kobe on June 15, 1939, but made only 965 miles in 28 days due to mountainous seas and adverse head winds. Lack of experience, food and water didn't help much either. Fortunately she was sighted by the PRESIDENT COOLIDGE on July 13th, and supplies were replenished generously by the liner. The voyage continued and the craft made port on the British Columbia coast in October. Her dimensions and subsequent history are not known to the author.

6. "MON LEI" arrived in the United States sometime during 1942 after a purported voyage of 89 days, persistently rumored aboard a freighter, but not proven one way or the other. Shortly after arrival on the west coast, she came to the east coast via the Panama Canal. I had an opportunity to inspect the vessel on arrival at Washington, D.C., where the owners put her on public exhibition to defray expenses of the voyage. After sundry trips around about the eastern seaboard, the junk was abandoned in Florida and later acquired by "Believe-it-or-not" Ripley, who provided a big motor, a very peculiar paint job and many Chinese treasures. Once again, the craft made the public exhibit rounds, only this time with an odd deck structure. The owner called it a pilot house. On my second inspection trip of the MON LEI, I was accompanied by a Chinese photographer who endeavored to explain that the structure was a garden tea house and did not belong on the junk. This made the owner very angry, so much so, that he withdrew to his quarters and refused further contact with such unwelcome visitors. Perhaps he was spurred into such action after it was pointed out that the bow anchor was a gilded wooden imitation with a generous chunk missing. Since the death of Mr. Ripley, the MON LEI has been anchored at Mystic Seaport, Connecticut. She is the three-masted Foo Chow type, 50' in length and 17' beam. "Motor Boating" magazine issue of April, 1947, contains a very readable article on her.

7. "FREE CHINA" is the latest reported junk to reach our shores and arrived in San Francisco sometime during August, 1955 after a passage of 55 days across the Pacific. She is a Formosan fisherman of about 30 tons, 70' l.o.a. and built mostly of teakwood. The junk has an unusual two-masted rig with the foremast raking forward over the bows and the main approximately amidships, making one wonder how she was balanced. The vessel sailed initially on a projected voyage around the world as a propaganda venture for the Chinese Nationalists, but the student-owners gave up the venture after arrival in San Francisco. Two of the crew have returned to Formosa, but the other three have remained in this country to complete their education. The "San Francisco Examiner" issue of July 22, 1956, indicates the FREE CHINA (name is in English and so painted on her sides) is anchored at China Camp, Marin County, California, and has been offered as a free gift to the San Francisco Maritime Museum.

8. "MOON MAIDEN", sad to relate, is a myth but the yarn about her is worth relating anyhow. A local critic who heard me relate the following tale, insisted it had a very un-Chinese slant since the Chinese have become quite motor conscious, but perhaps they were not so much so nearly 40 years ago. In any event, a young Chinese came to America to absorb progressive ideas, and after having done so, returned to his native fishing village that boasted of its own peculiar variety of junk. This type of craft was used for deep sea fishing and carried bamboo rafts that were used in the same fashion as our "Banks" dories. The ambitious young man wanted his family to install



Plan of Construction of the Japanese Junk.

Japanese Junk of Modern Style.

From "Japanese Shipping, Ancient and Modern", published by the Mercantile Marine Bureau, Department of Communications, Tokyo. Copies of these prints were obtained from Smithsonian Institution

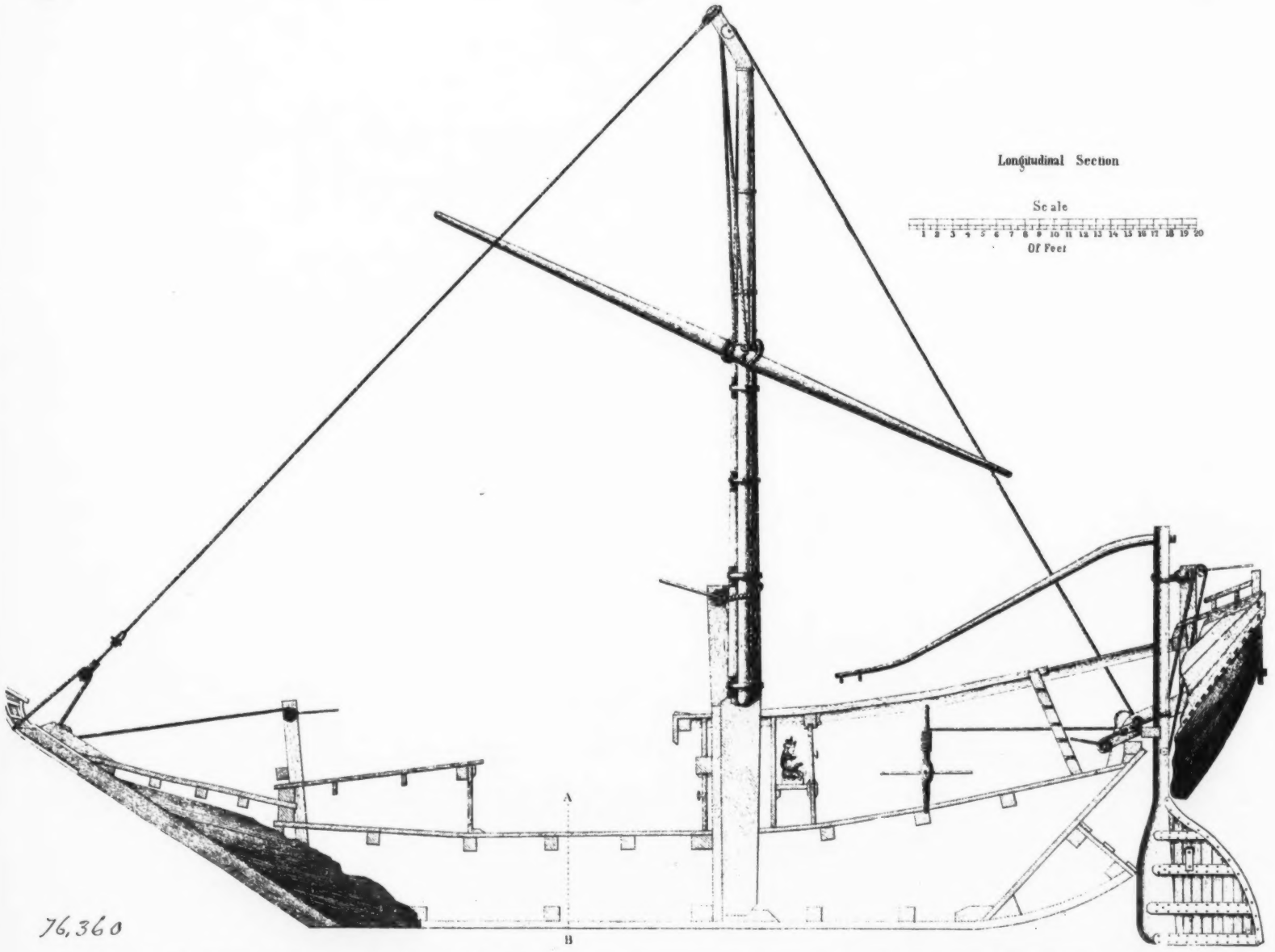


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Plate by M. Kellog, Lith. by Ackerman of N.Y.

Courtesy of Smithsonian Institution

JAPANESE JUNK

an engine in one of the family junks, thus beating rival vessels to the markets, but the horrified father and brothers regarded the proposal as sacreligious to put a motor in a sailing vessel. According to them, the vessel's guardian spirit would be offended and the aftermath would be fatal to all in the venture. However, the youth persisted in his endeavors, and built a junk of his own named the MOOD MAIDEN, and installed a native built engine. His crew were "inlanders", and once at sea, the craft and crew disappeared - to the profound satisfaction of the "I told you so's". Six months later, the remains of the MOON MAIDEN drifted ashore at San Pedro with only her deceased owner-captain-engineer aboard. California authorities turned the body of the unfortunate young man over to a local Chinese burial group and auctioned the junk off to a wealthy American sportsman, who wanted her for a honeymoon boat. In the reconstruction of the vessel, he installed a new American-built engine. On the second launching of the junk, and while the young bride-to-be was making a pass at the bow with the traditional christening gear, the vessel started to slide down the ways and a carving on the hull snagged a bracelet worn by the young lady and christened her in turn with a good dunking. The lady was thoroughly wetted and lost all enthusiasm for any further contacts with said MOON MAIDEN. The sportsman refused to give up his new craft and the engagement lapsed forthwith. A bit later on, the new owner set out on a sea elephant hunt with three cronies, and once more the MOON MAIDEN vanished. Six months later, the vessel re-appeared in the Chinese fishing village of her origin, with the owner-captain-engineer - very deceased - in the engine room. The family of the original owner at once claimed title to the vessel, dumped the engine and body of the deceased overboard, paid the local shaman to perform certain purification rites, and sailed the MOON MAIDEN successfully thereafter strictly wind-powered fisherman...

JUNKS REACHING THE AMERICAN CONTINENT AS WRECKS OR DERELICTS.

Nearly a hundred Chinese and Japanese junks drifted across the Pacific between the years of 1617 and 1876. Whether the stoppage since then was due to increased ship traffic which permitted early rescues, or powered craft being able to sail more successfully, or whatever - I can find no records after '76. The first recorded disabled junk drifted ashore in 1617 at Acapulco, Mexico. There were no survivors.

Only a single wreck is mentioned by name, and with any real data pertinent to the vessel, cargo and voyage. This was the JINKO MARU, 180 tons, that sailed from MatsSaka with a cargo of rice. She ran into a typhoon, was damaged, and drifted to Attu Island arriving around May 15, 1871, with three living people on board. Another wrecked junk reached Queen Charlotte Island in 1833, loaded with flower pots and table dishes. The three living survivors on this craft were returned to Japan via England. On March 28, 1815, the FORESTER, a Hawaiian Brig with an English crew picked up three survivors from a timber laden junk that had been drifting around the apalling time of 17 months.

H. H. Bancroft, Charles W. Brooks, Horace Davis and the explorer Kotzebue have provided detailed information on this subject. Davis lists the locations of the following wrecks (with survivors), but notes year and place only: 1782, the Aleutians; 1805, Sitka; 1813, 49 N 131 W; 1815, 32 N 166 W; 1820, Point Adams; 1832, Oahu; 1833, Cape Flattery; 1862, Attu Island, and 1871, Adak Island.

The "eight Japanese men" are mentioned several times in early accounts of Washington Territory as living among the Indians, and many of the latter's descendants living along the coast showed strong traces of oriental blood.

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Editor's note: The article "Around the Horn in HUMMEL HUMMEL" by Dr. E. Allen Petersen appeared in "Yachting" in August, 1940 and April, 1941, etc. Numerous illustrations were provided by the author.

AMERICAN OIL SHIPS PART 4 - ATLAS

By Frank W. Thober

The last of the three steel four mast barks built by Arthur Sewall and Company for the Standard Oil Company was the ATLAS. She was the last commercial vessel built in the United States to carry yards on more than one mast; after her there were only schooners and barkentines. And she was the largest steel square-rigger built in this country, exceeding her sister ship WILLIAM P. FRYE by seven tons. There were two steel schooners and a number of wooden vessels that were larger.

Of the three Standard Oil ships she had the most eventful life, including a collision that almost sent her to the bottom, and a series of more or less serious troubles with her crews that gave her the reputation of being a "hell ship". Most of her troubles occurred during the years 1905 through 1908 while she was commanded by Captains Amberman and Dart. During the rest of her Standard Oil career her master was A. F. McKay, whose work as captain of the ACME was described in Part 3 of this series of articles (Nautical Research Journal, Vol. 9, P. 32). Under his command she kept clear of trouble and made good passages, her run of 93 days from Hong Kong to Baltimore in 1902-03 being outstanding.

The Building of the Atlas

The Standard Oil Company contracted with Arthur Sewall and Company for the building of the Atlas in May, 1901 and work was started on the ship about the end of that month. In November, 1901, when she was about 80% completed, her owners were in need of a bulk oil barge and considered converting her into such a vessel. The Sewalls were opposed to this idea as it would have made her a most expensive barge, and although the cost would have been borne by the oil company, they feared it would reflect unfavorably on their ability to build a vessel at reasonable cost. Their views prevailed, the ATLAS was completed as planned, and a new barge laid down.

The principal dimensions and other particulars of the ATLAS were as follows:

Type of vessel	Steel four mast bark
Length	332.4 ft.
Beam	45.4 ft.
Depth	26.1 ft.
Gross tonnage	3381
Net tonnage	3006
Number of decks	2
Cargo capacity	5000 tons 133,000 cases of oil
Official number	107,724
Signal letters	KRMH
Class	American Bureau of Shipping Class 1, 20 years.

Those in charge of her construction were Thomas Spence, superintendent of Sewall's yard, Joseph Dean, boss riveter, John A. Small, foreman machinist, Henry E. Preble, master joiner, William H. Black, master carpenter, Leonard H. Gibson, master blacksmith, and William J. White, rigger.

The ship was launched on January 11, 1902. The only representative of her owners present was her master, Adelbert F. McKay. Captain McKay was born in Nova Scotia on March 29, 1867. He first sailed in Bluenose ships, then became an American citizen in 1899 and took command of the iron full rigger HELEN BREWER, which was engaged in the sugar trade between the Hawaiian Islands and the east coast of the United States.

The ATLAS went to sea for the first time on February 16, 1902, leaving Bath at noon in tow of the tugs TRITON and SEA KING. Off Seguin Island she paused long enough for swinging the ship to adjust her magnetic compasses, then proceeded in tow of the TRITON. She soon ran into bad weather, with a strong northwest wind and heavy snow and rain. At 8:25 the next morning she anchored at the mouth of Provincetown Harbor. In the afternoon she was shifted to a more sheltered anchorage closer to shore where she remained for three days more sheltering from a heavy northwest gale. On the 20th the tug proceeded to Boston for coal. By the time she returned, the wind had dropped, and at 9 P.M. they got under way again. By morning it was blowing hard again, and on the afternoon of February 21, the ship again came to anchor, this time at Newport. She stayed there until noon of the 23rd, then set out again. When her starboard anchor was raised, it was found that half of its stock had broken off. The rest of the trip to New York was made without incident, and the ship anchored off Staten Island at 8 A.M. on February 24. The owners of the TRITON had contracted to tow her around for $750, a pretty low price for what proved to be eight days' work.

First Voyage 1902 - 1903

The ATLAS spent nearly a month at Constable Hook loading her first cargo which consisted of 126,406 cases of oil, 400 barrels of paraffin and 400 barrels of oil. She finished loading on March 21 and that evening shifted to an anchorage off Staten Island. The next day her crew came on board, and at 8 in the morning of March 23, the ship got under way in tow of the tug RAYMOND. Pilot and tug were discharged off Sandy Hook at 1 P.M. and she proceeded under sail bound for Hong Kong. The wind was light from the northeast, but over the next three days increased to a strong gale from the same quarter. At 3 A.M. on March 25 her fore topgallant mast carried away. On the 28th, at the height of the gale, it was found that the ship was leaking around the stem and the fore deck and that her fore peak was half full of water. The crew came aft and asked that the ship return to port, but Captain McKay decided to continue the passage and set the men to work pumping. The next day one of her men, Fred Schultz fell from the main yard to the deck. The extent of his injuries is not stated in the log, which merely ways, "dun all posable for him". The gale abated this day, and it was found that the cargo had shifted, giving the ship a heavy list to starboard. So her crew, in addition to the work of sailing the ship, making new spars for the fore topgallant mast and pumping, had the labor of trimming cargo.

This was not a very auspicious beginning for the new ship's maiden passage, but her luck soon improved, and the passage was completed with only one other mishap. By April 4 she was back on an even keel and her new topgallant mast was aloft and rigged. She had fairly strong northeast trades and crossed the equator in 28 West on April 20, 29 days out. Between the 12th and 24th she sighted two steamers and eight sailing vessels. The only ones close enough to speak were the British S. S. TAUNTON and the American four master KENILWORTH. The latter was passed on April 24 in 5 south, 99 days out from Tacoma for Queenstown. She took 133 days for the whole passage, a very slow run for her. Early in the morning of May 2, the ATLAS sighted Trinidad Island; on the 8th she passed a ship bound north; after that her log reports no unusual incidents until she approached the Straits of Sunda. She made good steady progress while running her easting down, but did nothing outstanding - her best days runs were 275, 272 and 265 miles.

Her first landfall in the east was made at 11:30 P.M. June 21 when Truwer's Island was sighted. At 2:30 A.M. Klappa Island was sighted. In passing between this island and the mainland, she struck bottom twice at a point where the chart showed 16 fathoms of water, but sustained no apparent damage. The next four days were spent in working through the treacherous waters of the Straits of Sunda. She passed Anjer on June 22, 91 days out. Although it was after midnight, two bumboats came alongside to trade with the ship and take her mail ashore.

It was the season of the southwest monsoon and the wind was generally favorable, though light, for most of the run up through the China Sea. But from July 11 to 14, when within a short distance of her destination, the ship was struck by a gale that split her main lower topsail, carried away the skylight on her midship house and filled the house with water, and later carried away her fore royal mast. In the evening of the 14th she took a pilot aboard near Gap Rock outside Hong Kong harbor, and at midnight anchored off Green Island in the harbor.

Her passage of 113 days was one of the better ones made to the Far East during the summer of 1902. The following table shows the passages of the oil ships that went out by way of the Straits of Sunda. This is arranged in order of their time from New York or Philadelphia to Anjer.

Ship	Time to Anjer	Total Time	Destination
CHILE	86	120	Hiogo
ATLAS	91	113	Hong Kong
FORTEVIOT	93	121	Shanghai
WILLSCOTT	94	109	Hong Kong
DAYLIGHT	94	143	Shanghai
KELAT	95	111	Hong Kong
JOHN ENA	95	125	Hiogo
COUNTY OF ROXBURGH	97	132	Shanghai
MANUEL LLAGUNO	97	111	Hong Kong
ASTRAL	97	111	Hong Kong
NEREUS	99	129	Nagasaki
NAL	102	144	Hiogo

For deeply laden, full-bodied cargo ships, these were all at least fairly good passages. Considering the distances sailed, the passages of CHILE and WILLSCOTT were the best.

The ATLAS lay at anchor discharging her case oil into lighters until August 14, then shifted to another mooring further up the harbor to discharge the paraffin and oil in barrels. Unloading was completed on August 16, and she started taking in ballast the same day. The work of loading her proceeded very slowly - it took twelve days to get 988-1/2 tons of ballast in her; then she lay idle for a week. Loading her cargo took from September 4 to October 31. The cargo consisted of 46,994 rolls of matting, 4,865 cases of fans, 625 cases of firecrackers, and 100 cases of straw cuffs. Her draft when loaded was only 15 feet 8 inches forward and 16 feet 8 inches aft, which would indicate that the weight of the cargo was only about 2000 tons in addition to the ballast.

While discharging and loading were going on, her decks were calked, her hull painted, her holds cleaned and painted and a new fore topgallant mast sent aloft. From October 3 to 5th she was in drydock having her bottom cleaned and painted.

A few days after the ship arrived in port, twenty of the crew and the third mate had been paid off. Her log gives no reason for this, nor is there any mention of trouble with the crew on the outward passage. It may have been that Captain McKay anticipated a long stay in port and chose this means of saving three and a half months of crew's wages.

By the evening of November 1, the ship was ready for sea with a new third mate, a new crew, and her sails bent. At 8 the next morning she got under way in tow. By noon she had discharged the tug and pilot and was under sail three miles east of Kypore Island, bound for Baltimore. Her long stay in port had one advantage: it kept her past the turn of the monsoon, and she had a fair wind for the run down the China Sea. For the first ten days the wind was light, but strong enough to keep her moving, and she averaged about 130 miles a day. Then came a long spell of light variable winds as she slowly threaded her way through the numerous islands and shoals of the Gaspar and Sunda Straits. At noon on November 22, 20 days out, she passed

Anjer Point. A few hours later, she felt the first of the southeast trades, and was soon making good progress to the westward. On December 20 she sighted the coast of Africa near Algoa Bay, and the next day passed Cape Receife. A course was steered to keep the ship close to the African coast and take advantage of the favorable Agulhas current. With fresh southeast winds she passed the Cape of Good Hope on the 23rd, making 285 miles during the twenty four hours. She crossed the equator on the 73rd day out from Hong Kong, and passed from the southeast to the northeast trades with only a few hours of doldrum weather. The northeast trades were strong, with more east than north, and from January 16 to 20th she made runs of 230, 263, 245, 253 and 270 miles. Unfortunately her log for the rest of this passage is not available, but she must have kept going as she covered the 2000 miles from 13 - 51 north, her position on January 20, to the coast of Virginia in ten days. On January 30 she sighted Hog Island, Va., about 15 miles north of Cape Charles, and four days later, on February 3, arrived at Baltimore. Her time for the whole passage was 93 days; from Anjer to Hog Island, 69 days; from Anjer to Baltimore, 73 days. This was an excellent passage, especially in view of her rather ordinary time of twenty days to Anjer. Cutler, in "Greyhounds of the Sea", lists only two faster runs from Anjer to U. S. east coast ports: 62 days by the SEA WITCH in 1847, and 67 days by the PANAMA in 1854. These were two of the fastest of the American clipper ships.

The ATLAS had almost everything in her favor for making a quick passage: she was in moderately light trim, her bottom was clean, and she had plenty of strong favorable winds; only the ten days of light variable winds before she reached Anjer were against her. However, no sailing vessel can make a smart passage without being fortunate in the weather she encounters, and Captain McKay certainly took full advantage of the fair winds he got. During this passage the ATLAS overtook four ships that sailed ahead of her, and came within two days of overtaking one that sailed over two months before her. The dates of the six ships' passages, all except ATLAS's being from Hong Kong to New York, were:

	Sailed	Arrived	Days
COMET	August 19	February 15	180
HAMBURG	August 26	February 1	159
ADOLPH OHRIG	September 25	February 3	131
KELAT	October 24	March 3	129
PALGRAVE	November 1	March 6	125
ATLAS	November 2	February 3	93

In fairness to the first two ships on this list, it should be pointed out that they sailed at the height of the southwest monsoon and probably were seriously delayed in getting south through the China Sea.

In the first article of this series (Nautical Research Journal, Vol. 8, No. 1) this passage by the ATLAS was listed as 94 days. That was based on a sailing date of November 1 as reported by the "New York Maritime Register". Her log clearly indicates that she left Hong Kong on November 2, which makes the correct time of the passage 93 days.

Second Voyage 1903 - 1904

After discharging her cargo at Baltimore, the ATLAS proceeded to New York, where she arrived on February 22, 1903, to load another cargo of case oil. She sailed for Yokohama on April 1. Captain McKay was accompanied by his wife and two young children. It is from Mrs. McKay's diary that most of the details of this voyage were obtained, as the ship's log for this period is not available.

The ATLAS again made a fast outward passage, passing Anjer on June 21, 81 days out. She ran into some head winds and rough weather shortly after leaving New York, but made good time in the northeast trades, on one day running 280 miles. The equator was crossed on April 27; and after a few days of moderate trades, the ship ran

into a spell of light winds and calms lasting about twelve days. About the middle of May she picked up the first of the westerlies, and for the next month ran before a series of gales and strong winds that drove her along at a fine clip. She had days runs of 275, 262, 314 and 287 miles during this period. On June 19 she sighted Christmas Island and the next evening passed through Princess Channel and into the Straits of Sunda.

After passing Anjer, the ship was delayed by the customary calm weather of the Java Sea and did not pass through Gaspar Straits until June 28. Even after she got into the China Sea, the monsoon was light and progress was slow. On July 18 the ship passed Iwo Shima, and her people were treated to a good view of a volcano in eruption. On July 22 the ATLAS arrived at the entrance to Yeddo Bay. In attempting to sail into the bay, she grounded on a sand bar known as Saratoga Spit, where she remained all night. The next morning the mate and four seamen rowed the eight miles to Yokohama to get assistance. Two tugs and some lighters were sent. After taking off 70 cases of oil, the tugs took hold and succeeded in getting the ship afloat. By six o'clock that evening she was safely anchored in Yokohama Bay.

The ATLAS's 113 day passage was by far the best made to the far east about that time. Of the eleven other ships that sailed from U. S. ports in March and April, only two others made the run to Anjer in less than 100 days - the DUNDEE, 88 days and the RADIANT, 96. These two vessels also made the best runs to their destinations - RADIANT, 122 days to Hiogo, and DUNDEE 106 on the shorter passage to Shanghai. Other passages ranged up to 161 days for the GLENELVAN and 173 days for LA BLANCHE.

After the ATLAS had discharged her cargo, she was drydocked. It was found that she had not been damaged by her grounding. The ships ARISTOMENE and SAMARITAN were in port at the same time as the ATLAS and the four mast schooner BALBOA arrived shortly before she sailed. So the McKays had an opportunity to do some ship visiting during their stay of over six weeks in port.

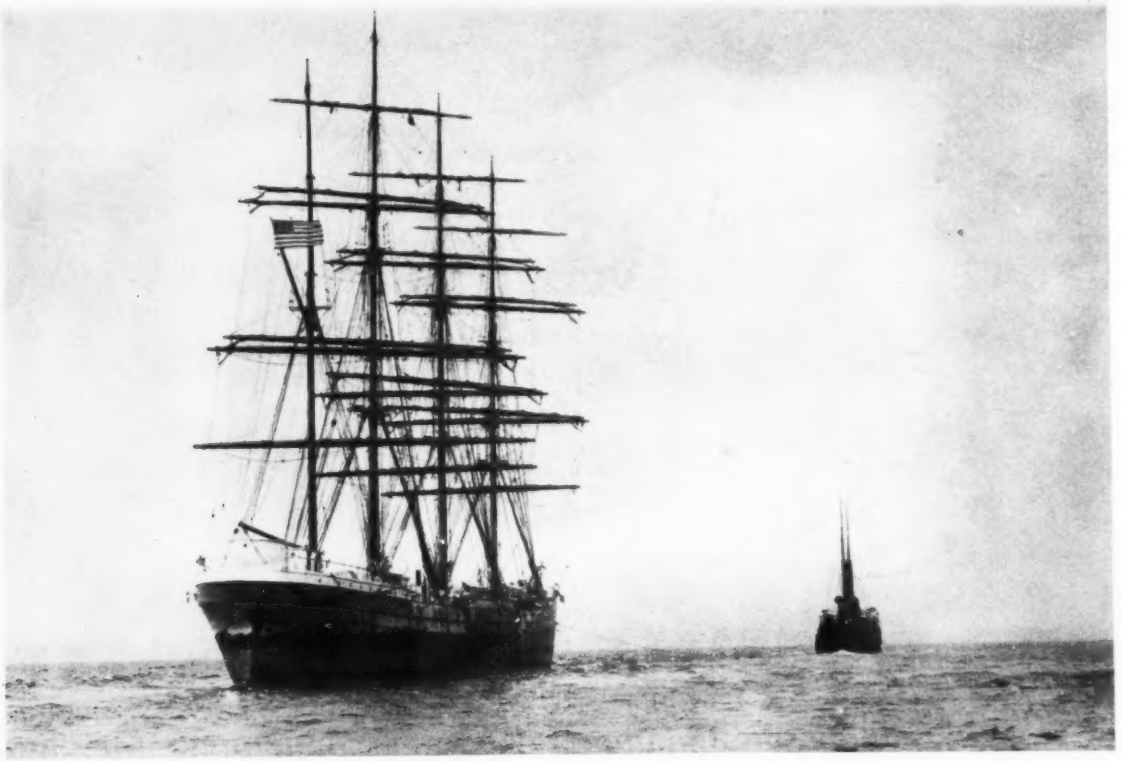
The ATLAS sailed from Yokohama on September 6, in ballast, for Manila. She left port under sail, and next day ran into a violent storm, which forced her to heave to for twenty four hours. Her ballast was not in proper trim and she rolled badly, being too stiff. So her crew had to go down into the hold and trim ballast. During the storm her Japanese sailmaker lost his balance and fell against an iron door. He apparently suffered internal injuries, for in spite of all the Captain could do for him, he died two days later. After the gale passed, the wind was light and variable, but the ship made steady if not very rapid progress and anchored in Manila Bay on September 26 after a 20-day passage.

The ATLAS was at Manila almost two months loading a cargo of hemp. It was an uncomfortable time for her people as the weather was extremely hot and unpleasant. Both the captain and his wife were sick after eating dinner at a hotel in Manila. After that they took their meals on board the ship where the good was safe to eat. The ship sailed from Manila on November 22, bound for St. Helena for orders. She passed Anjer twelve days later, but was then held up by contrary winds with terrific squalls, heavy rains and strong currents. Four days after passing Anjer she was at anchor only 15 miles away, along with the ROANOKE, the GLENELVAN and three other ships, all trying to get to the southward. Captain McKay was not the man to sit and wait for a fair wind, and the ship was soon under sail beating her way down the straits, leaving the other five ships behind. By December 11 she was clear of the Straits of Sunda and becalmed. When the wind

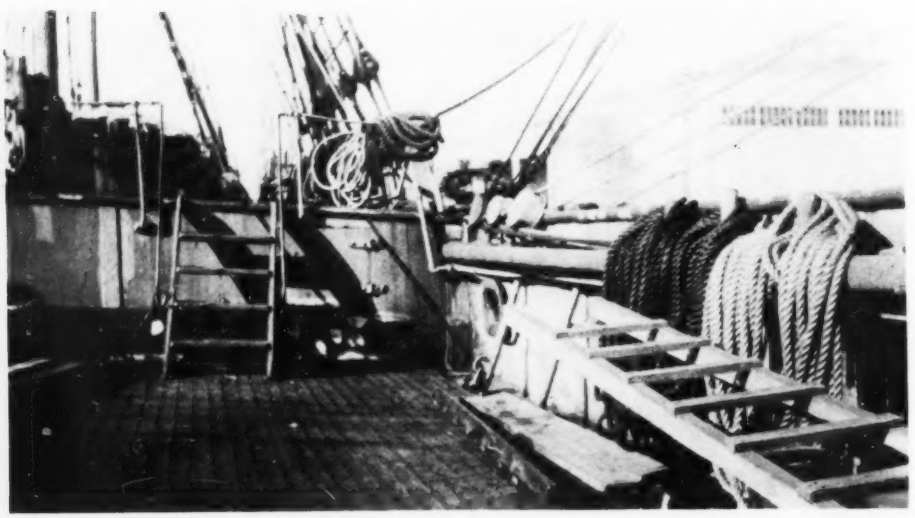
came, it was from the south, and the ship made slow progress. Mrs. McKay reported that she sailed poorly even with a strong breeze. This was attributed to her hemp cargo, but it is difficult to see how this could impair her sailing. It is more likely that her bottom was foul. She was drydocked at Yokohama, but there was plenty of time for her to accumulate a good growth of weeds and barnacles in the three months she spent in the warm waters between Japan and the Straits of Sunda. On December 30 she made 192 miles, the best since passing Anjer.

On January 1, 1904, in latitude 19 - 37 South, longitude 71 - 35 East, Mrs. McKay gave birth to a 9 pound boy. He seems to have been the only person born on one of these ships. In anticipation of this event they had engaged a Japanese girl to help Mrs. McKay with the children.

STAR OF LAPLAND ex ATLAS



ATLAS leaving Seattle in tow on October 17, 1910 in tow of steamer ATLAS. This was her last voyage for Standard Oil Company (Photograph from the Joe Williamson Collection)



STAR OF LAPLAND ex ATLAS. This view shows arrangement of the midship bridge deck (Photograph from San Francisco Maritime Museum)

On January 20 the coast of Africa to the eastward of the Cape of Good Hope was sighted. The ship was delayed in getting around the cape by head winds and calms, but finally arrived at St. Helena on the evening of February 11, 81 days from Manila. She sailed on February 14, having received orders to proceed to London. She made slow progress due to consistently light winds and her foul bottom. While at St. Helena Mrs. McKay reports passing close to the side of the ship in a boat and seeing lots of clams (probably barnacles) on her sides. Toward the end of March, she at last got a strong favorable wind, and on the 28th made 223 miles, the best of the passage. She arrived at London on April 2, 132 days from Manila, or 130 sailing days, allowing for the two days at anchor at St. Helena.

The ship went into Tilbury Dock to discharge her cargo. She attracted some attention as very few sailing vessels used that dock.

When the ship was ready to sail for New York on April 21, the second and third mates were missing, so Captain McKay made one of the seamen second mate and got along without a third mate. Some difficulty was experienced in getting the ship down the river as her tug was not powerful enough, and at one point had to leave the ship at anchor and go back to get another tow boat to help her out. She towed as far as Start Point after anchoring in the Downs on April 22 and at Portland on the 24th on account of head winds. The passage across the Atlantic was an uncomfortable one, as the ship rolled violently in the rough seas, and encountered several days of dense fog on the Grand Banks. She anchored at Sandy Hook on May 25, 34 days from London. On the 31st she was towed to an anchorage off Stapleton and two days later to Elizabethport to discharge her ballast.

Third Voyage 1904 - 1905

The ATLAS left New York for Shanghai on July 17, 1904 with a cargo of 131,160 cases of oil. She got off to a slow start and took 40 days to the equator. The southeast trades were strong, but as the ship was close hauled she made only one day's run of over 200 miles. On September 8, in 27 south, she got the first of the westerlies and started to move a little faster. From September 21 to October 5 she had fifteen consecutive days of over 200 miles, the best being 312, 288 and 288, and the average 251. On October 1, B. Jennings, an apprentice, fell overboard from the lee of the charthouse and was lost.

As it was the season of the northeast monsoon, she headed for Lombok Strait, to the east of Java. Her first landfall was made at midnight, October 21, when Bali Island was sighted. Later the same day, she passed through the strait, 95 days out from New York. For the next ten days the wind was light, but generally favorable, and she averaged about 100 miles a day through the Makassar Strait and across the Celebes Sea. At noon on November 1, the southern end of Mindanao Island was in sight and the ship was becalmed. In the next five days, she made only about 90 miles. Then she had three days of favorable winds, but the rest of the way was a long beat against northerly winds, varying from light to fresh with frequent squalls. She went as far east as longitude 138, about 800 miles east of the Philippines, from which point she was able to steer a course for her destination, close hauled on the starboard tack.

At 3:30 A.M. on November 15, in 10 north, 137-30 east, the ship was struck by a terrific squall from the northwest. All halyards and sheets were let go to prevent capsizing or dismasting. The blow lasted only about an hour and a half, but it left the ship stripped of almost all her sails. All sails up to the upper topgallants were lost, and the spanker and main royal were blown out of their gaskets. Fortunately there was no serious damage to her spars or hull.

At midnight, December 7, Saddle Island light was sighted. At 7 A.M. the pilot

came on board, and at 1 P.M. the ship anchored five miles below Woosung to complete a passage of 143 days from New York. This was not a fast run, but it was one of the best made to the Far East about that time. The following ships all sailed from New York or Philadelphia between June 24 and the end of July:

Ship	Destination	Passage
ATIAS	Shanghai	143
INVERNESS-SHIRE	Hiogo	145
ALCIDES	Hiogo	152
NEREUS	Yokohama	159
LEICESTER CASTLE	Nagasaki	159
COMET	Shanghai	160
BRILLIANT	Yokohama	161
DUNDONALD	Shanghai	173
ST. LOUIS	Hong Kong	222

The day after her arrival, the ATLAS discharged part of her cargo into lighters to reduce her draft so she could get up the river to Shanghai. On December 9 she was towed up and the next day moored alongside a dock and started to discharge the rest of her cargo. Unloading was completed ten days later, but the ship remained in port, anchored in the river until March 5, 1905. During this time her crew were engaged in maintenance work of various kinds - chipping, paintings, repairing sails and rigging, etc. - part of the time assisted by a gang of eighteen to twenty men from shore. Her log contains the usual reports of drunkenness, desertions, and other minor crew troubles.

Up to this time, the ATLAS's career had been relatively free from serious difficulties, but her arrival at Shanghai was a turning point, and marked the beginning of a long series of misfortunes that earned her the name of a first-class "hell ship".

A few days after the ship reached Shanghai one of her mates, having resigned his position, was leaving the ship when he pulled a revolver from his pocket and shot himself dead. This incident, which is not mentioned in the ship's log, was reported in a highly emotional and lurid article in the San Francisco "Chronicle", June 18, 1905. This refers to the man as "the mate", but he could not have been the chief mate, as that position was held by John Amberman, who is still alive. However, the other details given in this story are correct, so it is likely that the account of the officer's death is substantially true. A second death occurred on December 11 when John Walker, A.B., fell overboard while coming aboard ship and was drowned.

On December 19, the ATLAS'S sister ship ACME arrived at Hong Kong from Hiogo under Captain Amesbury who had succeeded Captain Lawrence after the latter committed suicide. Shortly afterwards Amesbury and McKay exchanged ships. At 7:30 in the morning of January 23, Captain Amesbury took his own life by shooting himself through the heart. His place as master was taken by the former mate, John C. Amberman, and a new mate, H. Goodliffe, was engaged.

It was during the two years that Amberman had the ATLAS that her reputation reached its lowest point. Although during the rest of her thirty five years she seems to have been no worse than the general run of sailing ships of her time, these two years have given her a bad name that has clung to her throughout the years. It is hard to say to what extent Captain Amberman was responsible for the ship's troubles, or to make a just appraisal of his character. There are numerous reports of his bad treatment of his crews - hazing, beating, cheating them out of their money, etc. And he certainly had a bad reputation among seamen; even those whose personal contacts with him were not unpleasant admit this. I have copies of letters written by three different men who served under him. One of these pictures him as just about as brutal as he was reputed to be, one is very favorable and reports him to have been a firm disciplinarian, but generally fair, and the other is about midway between these two. He is reported to have been a good seaman and a hard driver, yet he seems to have had an unfortunate habit of losing men overboard, and his passages in the ATLAS were consistently slower than those of her other two masters. His one claim to fame as a

passage maker proves on close examination of the facts to have been based on an erroneous report. Lubbock in "The Last of the Windjammers", Vol. 2, page 86, credits him with being master of the TAMAR when she made her record run of 68 days from Dover to Callao in 1903-04. Actually he joined the ATLAS as mate in New York on July 14, 1904, when the TAMAR was still on the west coast of South America. Records of the British Vice-Consulate at Callao show that the TAMAR was commanded by William Griffiths when she arrived there on January 31, 1904.

To return to the ATLAS, she sailed from Shanghai in ballast for San Francisco on March 5, 1905. Two men were lost during the passage: Jennings, an apprentice, was washed overboard, and W. Schlitz, A.B., fell from aloft to the deck. The ATLAS arrived at San Francisco on April 9, 35 days out.

The ATLAS sailed from San Francisco May 28 and arrived at New York on November 3 after a long passage of 159 days. The passage was marked by the great amount of light weather and head winds the ship encountered. She was 45 days to the equator, 82 days to the Horn, which was passed in light weather, and 122 days to the equator in the Atlantic. For the most part, this was an uneventful run. On July 20, Dan Jennings, A.B. died of dropsy and was buried at sea. The only serious incident involving the crew was a fight between a seaman and the second mate in which the former was badly injured by being hit with a capstan bar. A detailed description of this passage is given in two letters written by Harry Sheehan, a member of her crew, and published as a part of Harold Huycke's article "Case Oil and Canned Salmon" in the "American Neptune", January, 1956.

Fourth Voyage 1905 - 1907

The ATLAS discharged her cargo in Brooklyn and Jersey City, and early in December had her bottom cleaned and painted at Robin's Erie Basin dry dock. Then she was towed to the Tidewater docks where she loaded 132,377 cases of oil. On the last day of 1905 she sailed for Yokohama. The passage was for the most part uneventful, The only incident occurred at 6 A.M. on March 11 when a big wave broke over the ship smashing the starboard boats and damaging the forward bridge. At the time she was running before a southwesterly gale in 44 south, 44 east. Her distance that day was 281 miles, the best of the passage.

Captain Amberman steered a course to the south and east of Australia. After getting off to a fairly good start, the ship was delayed by several weeks of light and fickle westerlies, interruped only by the gale previously mentioned. It wasn't until the 80th day, in 70 east about halfway between the Cape of Good Hope and Australia, that the westerly winds began to blow as they were expected to. For the next three weeks she made steady progress before strong winds, mostly ranging from southwest to northwest. For twenty-two days she averaged 216 miles a day, her best day being 254 miles and her worst, 160. On April 5, 95 days out, she was about 150 miles south of Tasmania, and six days later spoke the signal station on Norfolk Island. She slowly threaded her way among the numerous islands of the southwest Pacific, going as far east as longitude 172 to pass through the open waters between the New Hebrides and the Fiji Islands. Except for three days when fresh ESE winds pushed her along over 600 miles, she made slow progress with light variable weather. She crossed the equator in 166 east on May 8, and the same day got a welcome improvement in the weather. For the rest of the passage the wind was mostly from the east, light to moderate, and the ATLAS made good time for that part of the ocean. She took her pilot on board at 9 A.M. May 31 and anchored off the quarantine station at 6:15 that evening, 151 days from New York

The next morning she was towed to a discharging berth where she was moored with two anchors and started unloading into lighters. Her stay in port was unusually short. By June 16 the cargo was all discharged, the next day she finished loading

1400 tons of ballast, and on the 19th she sailed for Honolulu.

But if her stay was short, it was far from uneventful or peaceful. Once again the trouble was with the crew. It has been called a mutiny, and technically it probably was as it involved a refusal of members of the crew to obey the orders of the officers. Yet it does not seem to have been materially more serious than several similar incidents recorded in the logs of these ships. And certainly if mutiny is construed in the narrower sense of a concerted effort on the part of the crew to seize the ship or subvert the authority of the officers, this was not a mutiny. There are two principal sources of information about the affair: the ship's log, and a letter from F. M. Fairbanks, one of her apprentices, which was made available to me through the kindness of Mr. Harold Huycke. Unfortunately the two accounts differ widely on many details, and it is impossible to determine which is correct. The log, which was written by one of the men involved in the trouble can hardly be accepted as an impartial account; the writer of the letter was only a spectator, but his story is based on his recollections of what happened fifty years ago, so may not be entirely accurate.

The portion of the log that is now available starts on the 43rd day of the passage and records no trouble with the crew before her arrival in Japan. But Mr. Fairbanks reports that one of the seamen was given twenty lashes with a cat-o-nine tails by the second mate. His offense was using strands of wire instead of twine in overhauling the buntlines. This resulted in the loss of two sails as the wire stops could not be broken when the crew tried to haul up the sails for furling.

During about the last month of the passage, the log reports that the third mate, Henry Hackney was sick and his place taken by the carpenter. When the ship arrived in port, he sold his oilskins and seaboots to buy liquor. He was attended by a doctor who diagnosed his illness as diabetes and had him taken to a hospital. He arrived at San Francisco by steamer on July 15 and gave a newspaper reporter a story of brutal treatment of the crew of the ATLAS. Shortly afterward ten seamen who had left the ship at Yokohama arrived at Seattle and told a similar tale. Although the log and the newspaper refer to Hackney as the third mate, Mr. Fairbanks states that the ship never carried such an officer while he was in her.

As for the mutiny at Yokohama, the log reports as follows: On the morning of June 4 three seamen asked to see the consul. When told that they would have to wait until the captain went ashore, they refused to work. Shortly afterward five other men refused to work. Early in the afternoon the captain went ashore with one of the eight men. The seaman returned at 3:30; the captain early in the evening. He then called the eight men aft and asked them if they were willing to resume work in the morning. All except one refused, and an attempt was made to put them in irons. One of the men, Francis McKay broke away and ran forward, followed by the first and second mates. He ran up the fore rigging and hailed a passing sampan. As he couldn't reach the deck withoug passing the mates, he slid down the fore brace and jumped into the water. The sampan picked him up and took him ashore, and he was not seen again. The other six men were locked up.

The next morning two of the men were taken ashore to the consul. Later the one man who had returned to work was found to be missing. He apparently went ashore on one of the lighters and did not return to the ship. The following day the remaining six men were allowed to go ashore to see the consul. The log gives no information about what action the consul took, but reports that on June 8 nineteen men of the crew were paid off. This must have been all the seamen still in the ship, for a few days later a full Japanese crew of 22 men and two boatswains were signed on.

Mr. Fairbanks' account differs considerably from the foregoing. He reports the start of the trouble with a request for shore leave. When this was denied, the

crew went into the forecastle, and a man he calls Scotty, apparently the same man as Francis McKay, loudly urged the others to refuse to work. The second mate went forward and called Scotty out of the forecastle. He came, followed by the rest of the crew. The second mate tried to grab Scotty, but the sailmaker intervened, and afrer a brief scuffle Scotty escaped in a sampan as stated in the log. However, according to this account, it was the mainmast he climbed, and the captain came out of the cabin with a revolver in his hand and fired two shots at Scotty before he dropped into the water. The next morning the consul general came aboard, lined the crew up and asked each man if he wished to be paid off. All except Fairbanks, the carpenter, the steward, a boy and an ordinary seaman said yes, and were taken ashore by the consul.

It may seem that an excessive amount of space has been devoted to a relatively small incident in the history of the ATLAS. Such troubles were fairly common in the later days of sail, when large ships were manned with small and often incompetent crews and the officers had to drive the men to get enough work out of them to keep the ships going. But the events at Yokohama and during her previous voyage at Shanghai are the main sources of the ATLAS's bad reputation, and I feel that as many of the facts as possible should be presented here. Whatever the truth of the situation is, there seems to be little doubt that the crews of the ATLAS during this period were badly treated and had a justifiable complaint. To what extent Captain Amberman was responsible is impossible to determine, but most of the ship's crew trouble occurred during the time he was in her as mate or master. If he was perhaps something less than the horrible brute he has been pictured as, he certainly had a remarkable knack for making his seamen dislike and fear him.

The ballast run from Yokohama to Honolulu was uneventful and made in fair time, 27 days, the ship anchoring inside Diamond Head on July 15. Two days later she was ready to discharge her ballast, but was ordered by the Agricultural Department to do it at sea. So she loaded about 400 tons of sugar for stiffening and on July 21 was towed outside the harbor and anchored. It took a week to get the ballast overboard, the work being delayed by heavy swells, and she was then towed back into the harbor and moored alongside a wharf to load the rest of her cargo. By August 10 she was loaded down to a draft of 22 - 10 aft, 22 - 0 forward with 92,944 bags of sugar, 5800 short tons. Her entire crew had deserted within a few days after she arrived in port and were replaced by a mixed group of Japanese, Kanakas and Puerto Ricans. On August 11 she was towed from the wharf to an anchorage, and the next afternoon proceeded to sea under sail, bound for Philadelphia.

The ship got off to a poor start, the northeast trades being light and dying out entirely in about 9 north. The equator was crossed on the sixteenth day out. She headed due south until she reached latitude 35 south, then steered a course southeastward toward the Horn. During the first forty days, the best run was only 192 miles, and most of them were far less. On September 5 and 6, 600 bags of sugar were shifted from No. 1 hatch to No. 4 hatch in an effort to improve the ship's sailing. But it would have taken more than a slight change in trim to enable her to make a good passage this time. For once more she was having crew trouble, although of a different sort than in the recent past. The men shipped at Honolulu proved to be utterly incompetent to do any of the ship's work; they couldn't steer, they would go aloft only when driven, and could do little more than hang on when they got there, and they were unable or unwilling to learn. To make matters even worse, they couldn't stand cold weather and as soon as the ship got down around 40 south, several men were constantly laid up. From the start of the passage, the captain took no chances with his weak crew, and the ship was often under short sail, even in moderate weather. On one occasion it took three hours to furl the upper topgallant sails in what the log calls a strong breeze.

From September 22 to 25th, a westerly gale helped the ship to make four days runs of over 200 miles each, but also revealed even more clearly the total inadequacy of her crew. Several sails were lost, and once it took the crew 2-1/2 hours to furl the remains of an upper topsail that had blown out when its sheet parted. By the time the gale had moderated, the captain had been forced to the conclusion that it would be unsafe to try to round the Horn with the crew he had and decided to head for Valparaiso. At that time the ship was 44 days out, and was in latitude 48 - 21 south, longitude 126 - 10 west. As Valparaiso is in 33 south, putting in there would add considerably to the length of the passage, but the alternative was to risk losing the ship off Cape Horn, and there was no port closer where new hands could be secured. During the run to port, mostly light winds were encountered and the coast of Chile was not sighted until October 15. The ship was hove to that night as it was too late to enter the port before dark, and the next day anchored in Valparaiso Harbor. Nineteen men were paid off, three deserted, and twenty-one new hands signed on. At 11 A.M. October 20 the ship got under way in tow. Her anchor had to be raised by man power, as her donkey boiler had a leaky tube. When the anchor appeared, it was found to have a broken stock, so it was stored in the fore hold and a spare anchor put in its place.

After a few days of calms and light variable winds, there was a long spell of moderate westerlies. Cape Horn was rounded on the 22nd day from Valparaiso in fine weather. A few days later an iceberg was sighted. Within the next two days so many others were encountered that the ship had to be hove to under short sail during the night. On November 22, seaman Jack Dudley fell from the main upper topgallant yard and landed on the main yard. No bones were broken but he apparently suffered internal injuries and was laid up the rest of the passage. On the fiftieth day out, the island of Fernando Noronha was sighted, and five days later the equator was crossed in longitude 39 west.

In the afternoon of January 11, the ATLAS was taken in tow, and at 12:30 A.M. January 12, anchored at Delaware Breakwater. She was 153 days from Honolulu, including four days at Valparaiso. Her time from the latter port was 84 days, a very creditable run. This was accomplished by steady rather than fast sailing. Her best day's run after leaving Valparaiso was 227 miles, and she had only six other 200 mile days. Considering the distance sailed, over 18,000 miles, her net time of 149 days for the whole passage was fairly good.

The ship started up the river in tow in the afternoon of the 12th, but was delayed by thick fog. After spending most of three days at anchor at various points along the Delaware, she was moored at Pier 61, Philadelphia at 1 P.M. January 15. By the end of January her cargo was all out, and the next day she was drydocked at Cramp's yard. She was then ballasted and towed to Baltimore, arriving on Feb. 20.

Fifth Voyage 1907 - 1908

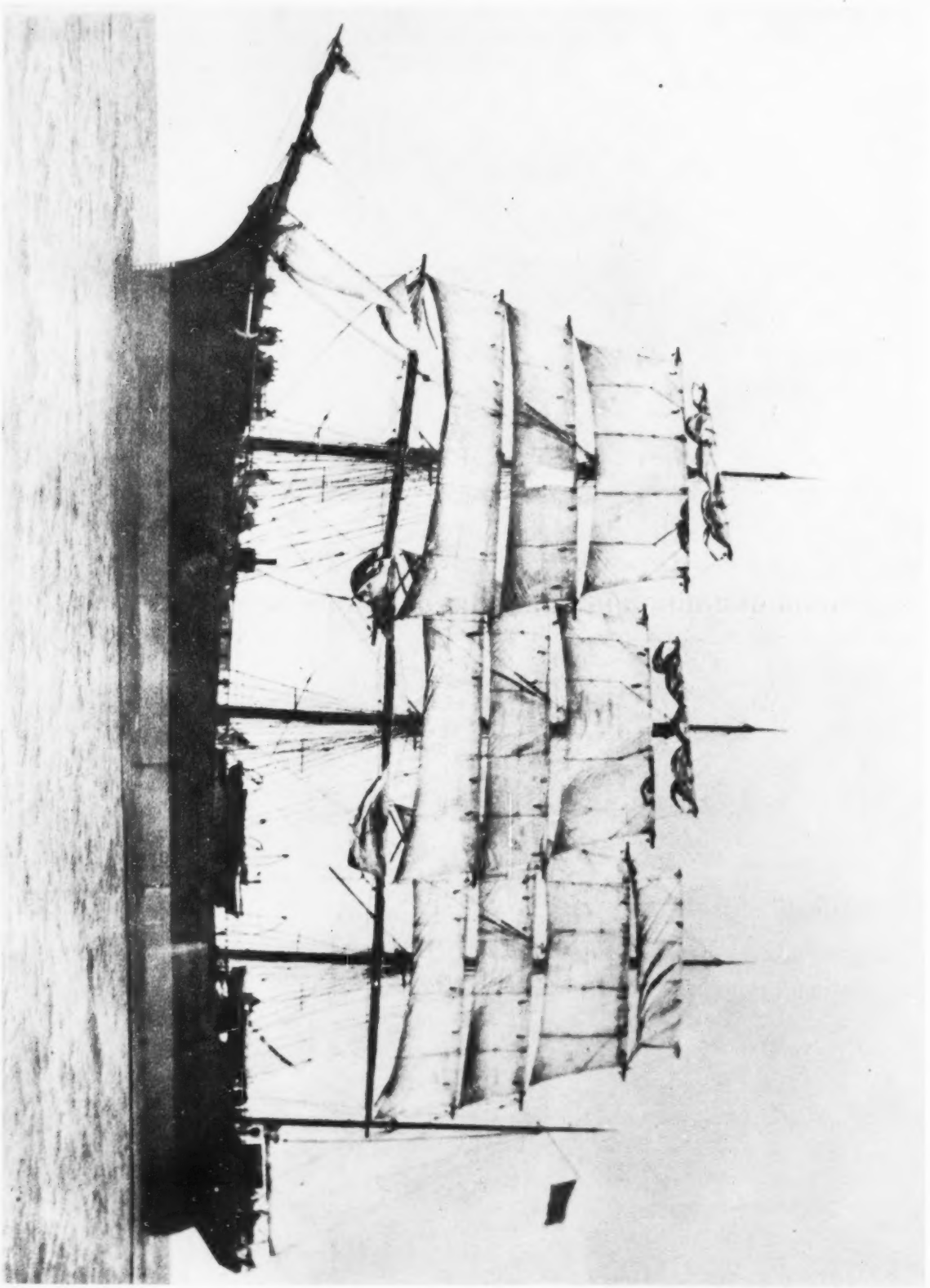
For this voyage Captain Amberman turned over his command to Captain Dart, who was accompanied by his wife. The ATLAS was at Canton wharf for about three weeks discharging ballast, then shifted to Sugar House wharf where she lay idle for another week. On March 18 she started loading coal. Five days later she was fully laden with 5062 tons under her hatches. On March 25 she got under way in tow of the tug BRITANNIA, and at 3:30 P.M. the next day cast off the tug five miles east of Cape Henry to start a passage to San Francisco.

She made fairly good progress in the north Atlantic and crossed the equator on the twenty-ninth day from Cape Henry. The southeast trades were light and unsteady and between the equator and 50 south, the ship had only one day's run over 200 miles. An unusually large number of other vessels were sighted, includ-

ing two steamers, about ten sailing ships, and a fleet of fishing vessels on the Abrolhos Bank off the coast of Brazil. On May 2 the temperature in the hold was up to 80 degrees, so an attempt was made to use the fire machine, but it failed to work properly. A later attempt was more successful and the temperature brought down to 70 degrees. On May 23 A.B.s Roland and Shoemaker fell over-

STAR OF LAPLAND ex ATLAS

Photo courtesy of Nautical Photo Agency, Beccles, Suffolk



STAR OF GREENLAND

Photograph, courtesy of Morton-Water Co., 127 Montgomery St., San Francisco 4, California

board while over the bows serving the bowsprit shrouds. The weather was moderate at the time, and no one saw them go or knew how it happened. Lifebuoys were thrown over, the ship put about, and a boat put over, but no sign of the men could be seen. Approaching the Horn, the ATLAS ran into the usual westerly gales. On the morning of the 64th day, May 29, Staten Island was sighted, and she spoke the ship DECCAN 79 days out from Cardiff for Antofagasta. Four days later Diego Ramirez was sighted.

In the evening of June 5, in 56 south, 73 west, the ATLAS collided with the Norwegian bark VIKING, bound from Auckland for New York. The crew of the VIKING, apparently thinking their vessel was sinking clambered aboard the ATLAS. Captain Petterson and his wife tried to stay on board, but a sailor, thinking the captain temporarily crazed, tied a rope around them and started to haul them on the ATLAS, but both fell between the two ships and were either drowned or crushed to death. These were the only lives lost. The two vessels stayed fast, crashing into each other for a while, then the VIKING drifted away and disappeared, and it was supposed that she went down. However, on August 23, the sealing steamer FRIDTJOF arrived at Punta Arenas and reported sighting the masts of a vessel sticking out of the water on the southeast corner of Noir Island, northwest of Cape Horn, about 100 miles from where the collision occurred. Subsequent divers were sent down to investigate and established that the sunken vessel was the VIKING. It was impossible to salvage the vessel or her cargo because she was lying in an exposed position, and divers could work only in the rare intervals of fair weather.

The first report of the sunken vessel stated that she was a four master, and gave rise to the belief that it was the ARTHUR SEWALL which had sailed from Philadelphia for Seattle on April 3 and was overdue, more than six months out when the report was received in New York. This report is apparently the basis for Lubbock's statement ("The Down Easters", p. 197) that the ARTHUR SEWALL was wrecked on Noir Island, although the date he gives, 1908, is incorrect.

The ATLAS was seriously damaged by the collision. Her fore peak was leaking and most of her head gear carried away. It was impossible to continue westward against the heavy southwesterly winds and sea so she was turned about and headed eastward around the Horn again. The wind continued strong, and the two crews together had their hands full managing the crippled ship, clearing away the wreckage, and pumping. In spite of their efforts, the forepeak was constantly flooded with eight to sixteen feet of water. Fortunately the collision bulkhead held, and only a few inches of water seeped into the main hold. On June 19, off the Plate, the ship was struck by a violent pampero, with wind of hurricane force and tremendous seas. Most of her sails were blown away, and a lot of damage done about the decks.

The ATLAS limped into the harbor of Rio de Janeiro on July 3. Considering what she had been through, it speaks well for the strength of her construction and the efforts of her officers and crew that she survived. She was at Rio until August 26, undergoing repairs, then sailed for San Francisco, arriving on Christmas eve. Most of the original crew and the VIKING's men left the ship at Rio and were replaced by a new crew. As a result of mutinous conduct by the crew, the mate, McDonald, who was reported to be a heavy drinker, started shooting at them with a pistol. He was overpowered and disarmed by a couple of seamen. As a result of this incident, he was relieved of his duties and confined to his cabin for the rest of the passage.

The ATLAS was 273 days from Cape Henry and 120 from Rio when she arrived at San Francisco. Two days after her arrival, the British ship DYNOMENE came in only 98 days from Montevideo. She was no clipper, so the ATLAS apparently didn't hurry her second attempt to complete her passage.

From San Francisco, she crossed to Kahului to load a sugar cargo, arriving on March 26, 1908, 12 days out. This was a good run; the only ship of the many that made this passage about this time that beat it was the CORONADO, which did it in 11 days. The ATLAS wasted no time at Kahului and sailed for Philadelphia on April 9. The run around the Horn was made in good time, ending on July 26, 108 days out.

Sixth Voyage 1908 - 1910

The ATLAS was at Philadelphia for only a week, and was then towed to New York, arriving on August 3. On the 9th the ACME arrived from Portland, Ore., and once more there was an exchange of masters between the two ships. Captain McKay returned to the ATLAS and remained in her as long as she was owned by Standard Oil. Captain Dart took command of the ACME, but had her only for a tow down the coast to Newport News, being succeeded by Captain Park before the ship sailed on her next long passage.

The ATLAS loaded her last oil cargo for Standard Oil, 130,766 cases. On October 4 she towed out past Sandy Hook, bound for Yokohama. As on her previous passage to that port in 1905-6, she reached the Orient during the northeast monsoon. So she again went by the long route around Australia. She was spoken in 8 north on October 31 and in 4 south on November 13, and crossed the equator in 162 east, 125 days out. She had fresh northeast winds with frequent squalls and lost a number of sails, but made good progress, including one day's run of 286 miles. Captain McKay's usual good luck, or perhaps foresight was still with him. On February 19 the ship was about 400 miles SSW of the entrance to Tokyo Bay, so when the wind shifted into the northwest, she was able to steer a course for her destination. At 4:15 P.M. February 22, the pilot was taken aboard and two hours later the ship anchored about twelve miles below Yokohama. She was 141 days from New York; considering the season, this was a very good passage. All the other oil ships going out about that time made longer passages:

	Sailed N. Y.	Arrived	Passage
BEAUMANOIR	August 10	Yokohama February 6	180
BRILLIANT	August 19	" January 20	154
ALCIDES	September 5	" March 1	177
ARROW	September 30	Tsingtau March 9	160

It will be noted that the ALCIDES and the ARROW both sailed before the ATLAS and arrived later.

The afternoon after the ATLAS reached port she towed part way and the next day the rest of the way to Yokohama, where she lay at anchor until March 1, then started discharging into lighters. Unloading proceeded slowly, being frequently delayed by bad weather, and was completed on April 2. She then lay at anchor for over two months, during which time 1600 tons of ballast were loaded. The crew were engaged in cleaning, chipping, painting, repairing rigging, and other maintenance work. Her log has frequent reports of men deserting, overstaying their leave, returning drunk, refusing to work, and other minor troubles usual for ships in port, but apparently there were no serious difficulties such as had plagued the ATLAS during her previous few voyages. On June 16 she was drydocked and her bottom cleaned and painted. Then another 800 tons of ballast were loaded, bringing her down to a draft of 14 ft. 10 in. forward and 15 ft. 7 in. aft. It is not clear why she was so heavily ballasted with 2400 tons compared to the usual 1200 to 1500 tons, but it probably was to improve her sailing, as she had before her a beat to windward against the southwest monsoon.

She sailed from Yokohama for Manila early in the morning of June 22. With light to moderate southwest winds, the ship steered a SSE course close hauled on

the starboard tack for the first nine days. At the end of that time she was in 25 north, 146 east. Then the wind shifted into the southeast and she headed westward. On the twentieth day out she passed Point Engano, the northern tip of Luzon Island. For the next three days she was held up by a southerly gale. At daylight on July 19 Corregidor Island was sighted, and at 2:40 the next morning, the ship anchored in Manila Bay, 28 days from Yokohama. She lay at anchor discharging ballast until the end of July. Then she loaded a cargo of 21,730 bales of hemp. This was a light cargo, her mean draft being only 19 ft. 2 in. The ship was loaded and ready for sea on September 15, but her sailing was delayed several days by stormy weather. On September 21, the ATLAS got under way in tow of the tug PANAY. The next morning she cast off the tug and started a passage to New York.

The run down to Anjer was an exceptionally slow one, 52 days, with nothing but calms and light head winds. The following list shows her day's runs for this part of the passage and gives some idea of the difficulty of making headway against the monsoon:

60	94	85	66	62	51	58	61	45	75	9
50	82	54	56	34	52	20	51	42	72	46
55	93	61	23	51	57	72	29	55	73	
102	87	38	19	51	49	58	22	110	25	
78	52	89	47	66	21	84	22	105	11	

This adds up to 2,930 miles, an average of a little over 56 per day. By the shortest route, it is about 1600 miles from Manila to Anjer. It is interesting to compare this with her run from Manila to Anjer in 1903, when she had a favorable monsoon and took only 12 days. The ATLAS reached Anjer on November 12, but it was not until the 20th that she was finally clear of the Straits of Sunda. These eight days were spent slowly working her way down through the straits, beating against the wind by day and lying at anchor at night.

The light contrary winds continued for several days more, but on the 26th she picked up the southeast trades. The next four days she had runs of 190, 234, 302 and 242 miles. These were the last good runs for a long time. For the rest of the way across the Indian Ocean, the wind was favorable but light. Rounding the Cape of Good Hope she had alternate light variable winds and westerly gales. On December 31 in a squall, she lost her fore and main topgallant masts. Fortunately this was followed by several days of light weather, so no time was lost in rerigging the ship. The new main topgallant mast was aloft and rigged by January 6, and the fore two days later. In the south Atlantic the trades were very light and unsteady and her best day's run between the Cape and the equator was only 170 miles. The equator was crossed in 36 west on February 12, 144 days from Manila. The wind then improved considerably and she was within 150 miles of New York in 18 days from the equator. It took four days to cover this distance, the ATLAS finally anchoring in New York Bay on March 6, 166 days from Manila. This was about the slowest of ATLAS's passages. Its length was due mostly to the unfavorable weather she encountered. Although she was drydocked at Yokohama, she spent the next six months in warm waters and her bottom was probably foul by the time she got into the Indian Ocean.

Seventh Voyage 1910

After discharging her hemp cargo, the ATLAS towed to Philadelphia to load coal for the West Coast. For the run down the coast, on April 21 and 22nd, she was commanded by George Goodwin, for many years master of the DIRIGO. Captain McKay resumed command before the ship sailed from Philadelphia. On May 11, 1910, the crew came aboard and the ship got under way in tow of the tug ATLANTIC. She anchored for the night off Reedy Island, proceeding down the river next morning and casting off the tug outside Cape Henlopen at 2:30 P.M. There is little to

report about this passage. The ship made good steady progress, crossing the equator on the 31st day, rounding the Horn on the 64th, and passing the equator again on the 98th. It was midwinter when she rounded the Horn and she encountered strong westerly gales. Nevertheless she made the difficult traverse from 50 south in the Atlantic to 50 south in the Pacific in only fifteen days. After crossing the equator in the Pacific, her good luck gave out and the rest of the passage was made in mostly light northerly winds. On September 22 Wilbur White, A.B., died after an illness of three months and was buried the next day.

At 6 A.M. September 27, Cape Beale on Vancouver Island was in sight 15 miles to the north. Early that afternoon the ATLAS and the barkentine GARDINER CITY were taken in tow off cape Flattery by the tug TATOOSH. At 4 P.M. the next day, the ATLAS anchored in Seattle Harbor to complete a passage of 139 days. While this was not an exceptionally fast passage, it was the best made during that Cape Horn winter. The only other passage from an American east coast port was that of the ASTRAL which was 154 days from New York to San Francisco. Twenty three foreign ships made the passage from European ports about the same time. Fifteen of these came around the Horn and averaged 161 days, and eight of them went by the eastern route and averaged 177 days. The best passages were the IRBY, 136 days from Rotterdam to San Francisco, and the GLENHOLM, 145 days from Antwerp to San Pedro.

The ATLAS discharged part of her coal at Seattle. On October 17, she left for San Francisco in tow of the Standard Oil Company's steamer ATLAS. As the 2000 tons of coal remaining was all in her lower hold, she rolled heavily and had an uncomfortable trip down the coast. She arrived at San Francisco on October 21 and unloaded the rest of her cargo there.

This completed her service as a Standard Oil ship. On November 16, 1910, she was sold to the Alaska Packers Association. Last of the three sisters to be launched, she was the first to be sold. Although her career as an oil carrier was shorter than the others, it was the most eventful. She made the fastest passages, had the most troubles, and acquired, justly or unjustly, the worst reputation.

STAR OF LAPLAND 1910 - 1936

In accordance with their usual practice, the Alaska Packers Association renamed their new ship STAR OF LAPLAND. She spent most of the next twenty years in the Alaskan trade, going north to Bristol Bay in the spring, returning to San Francisco in the fall, and lying at Alameda during the winter. She also made a number of runs between San Francisco and Puget Sound, usually in tow. The only interruption in this routine came during the war when she was chartered for two transpacific voyages and made the following passages:

Sailed		Arrived		Days	Cargo
San Francisco	Oct. 16, 1917	Manila	Dec. 7, 1917	52	General
Manila	Jan. 19, 1918	San Francisco	Apr. 10, 1918	81	Lumber, Oil, Hemp.
San Francisco	Oct. 17, 1918	Auckland	Dec. 7, 1918	51	Case oil
Auckland	Dec. 26, 1918	Sydney	Jan. 14, 1919	19	Ballast
Sydney	Feb. 12, 1919	San Francisco	Apr. 21, 1919	68	Wheat

The STAR OF LAPLAND made her last voyage to Alaska in 1927, and was then laid up at Alameda. In November, 1934 she was sold to the Transpacific Commercial Company of Osaka, Japan to be scrapped. On August 4, 1936, with a cargo of 4,241 tons of salt, she sailed for Osaka. Early in the passage, she developed trouble in the steering gear and put into Honolulu on August 19 for repairs. She left port on September 2 and arrived at Osaka on October 5, 33 days from Honolulu. Soon after her cargo was discharged she was broken up.

A SHOP IN THE LIVING ROOM

By Lt. Col. Lewis C. Britton, U.S.A.F.

This "Shop Desk" was designed and built as a solution to the question of how to have a home workshop without making your wife a "workshop widow. Most basement workshops are not built for the comfort of wives, so this desk moves the shop into the parlor where you can work with hand and machine tools, and visit with your wife at the same time. When closed, the "shop" is a respectable, although rather large, desk. Opened, it provides all the tools needed for model making and most of the ones used in general home repairs.

The "Shop Desk" is 74 inches high, 55 inches wide and 35 inches deep. It is built of solid mahogany and mahogany veneered plywood, finished in natural color. It is made in five main sections so it can be disassembled for moving. These sections consist of: (a) the upper cabinet, including the tool and display cabinets, (b) the small drawer section, (c) the storage cabinet at the rear of the main desk, (d) the two pedestals of drawers and (e) the flat desk top. The latter is surfaced with dark masonite with mahogany edge s strips. Drawer handles and hinges are antique brass finish.

The Storage Cabinet alone - -

- - - Drawer Pedestals attached to Storage Cabinet.

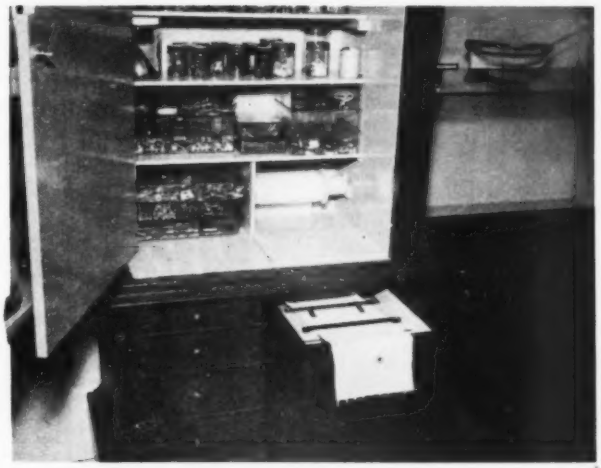
Note attachment plates for Desk Top.

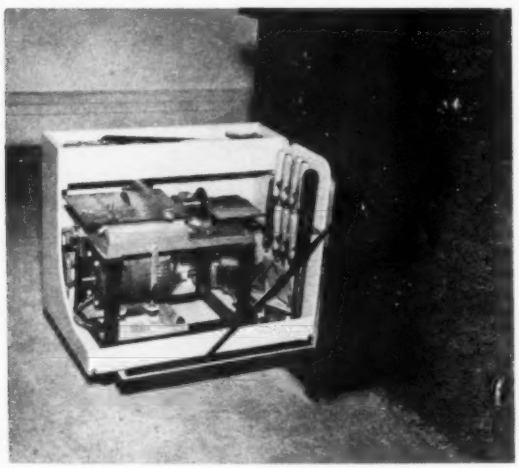
Upper Cabinet mounted on Storage Cabinet. Desk Top is fitted on last and butts against base of Upper Cabinet.

Rubber pads under desk reduce noise and vibration when using machine driven tools.

There is a compartment in the top of the Upper cabinet in the space covered by the large molding. This, covered by a hinged plywood top, is useful for storing rolls of paper and strips of wood up to 48" long. The shelves of the plexiglas-fronted Display Cabinet are made of glass so a small fluorescent light in the top can illuminate all the models in the cabinet. The tools on the hinged panels and Tool Boxes are held by clips or hooks. Each has its silhouette painted behind it to identify its position. The left cabinet contains shelves of plastic jars filled with nails, screws and other small items.

The twelve small drawers contain small tools, glue, tubes of paint, sandpaper and other materials. One feature of this desk that has proved very handy is a roll of toilet paper held in a compartment in the left tool cabinet and feeding down into one of the small drawers. When the drawer is opened, a clip allows one or more sheets of tissue to be torn off for wiping oily tools, glue, paint or spilled coffee.



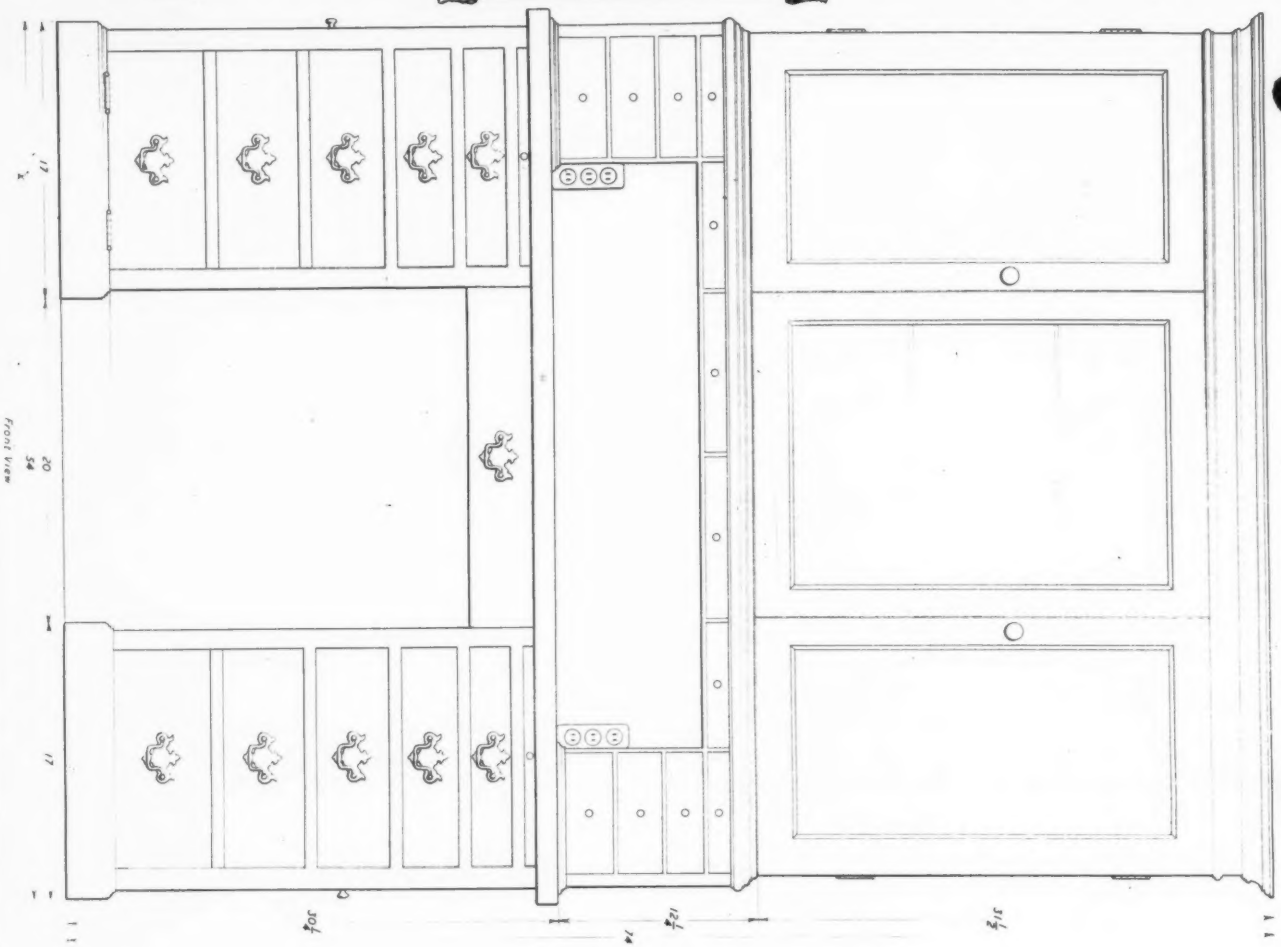


The sliding tray in the left pedestal holds a "Midget Universal" power wood-working machine with its tools and accessories. the three lower drawer fronts are false and hinge down to form a platform on which the tray slides on rollers.

The Storage Cabinet at the rear of the main desk forms the base of the Upper Cabinet and has a door at either end. The left end has three shelves for the storage of boxes, cans of paint and large items.

The remainder of the cabinet, except for the space used for the kneehole extension, is a compartment 36" long, 24" high and 10" wide for storing drawing boards, sheets of plastic, plywood and other items including a portable typewriter.

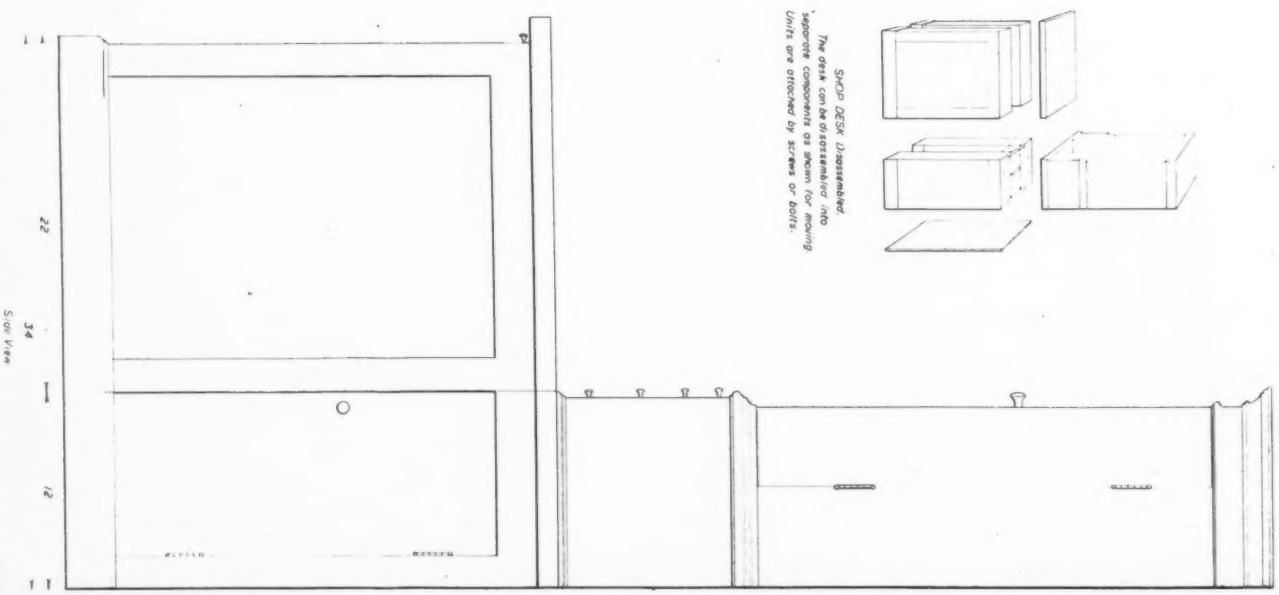
When working with tools at the desk, a large piece of plain plywood is laid on the Masonite top to protect the finish. To catch falling shavings and also small model parts that may drop, there is a cloth basket on a wire frame that hooks on the front of the desk. These are kept in the storage cabinet when not in use.



SHOP DESK

PARLOR WORKSHOP FOR MODEL MAKERS

Designed, drawn & built by: Lewis C. Britton



SHOP DESK. Disassembled. The desk can be disassembled into separate components as shown for moving. Units are attached by screws or bolts.

A SHOP IN THE LIVING ROOM (Continued)

This Shop Desk is a project that I had been brewing in the back of my mind for several years before the final design emerged. I like to make models, preferably of ships, I like to use the proper tools for the job and I like to keep my tools orderly and available. In addition, being in the U.S. Air Force, I move my residence periodically which means that my workshop must be movable too. And, unless a project is too big, too noisy or too messy, I don't see why it can't be done sociably in the parlor (providing the sawdust and shavings are swept up afterwards). I enjoyed designing and building the Shop Desk and after using it for three years I have not found any features that I wish I had made differently. If anyone else builds a copy of it I hope it fills their requirements as adequately.

The construction of the Shop Desk occupied most of my evenings and week ends for about a year, possibly a total of 1200 hours. By far the most useful tool I had was a power bench saw with a 10" blade. With this I was able to cut the lumber to size from random width boards which are less expensive. The saw could be fitted with a sanding disk or a molding cutter head which enabled me to finish the pieces accurately and to make the various moldings and grooves.

The following suggestions and explanations on the construction of the desk are made to supplement the information in the drawings. The set of six drawings shows all the main shapes and dimensions, but does not give detailed drawings of each piece as these can be worked out from the drawings. Nails and screws are not shown except in a few views. In general, the desk was made as strongly as possible, all joints being glued and reinforced with screws or nails wherever practical. The following approximate quantities of wood and other materials were used:

1-1/4"	Mahogany (for legs)	1 piece: 1-1/4" x 10" x 5 ft.
3/4"	"	35 Board feet
1/2"	"	12 " "
3/4"	Poplar	60 " "
1/2"	"	20 " "
1/4"	Mahogany veneered plywood	40 Square feet
5/8"	Fir plywood	5 " "
1/2"	" "	8 " "
3/8"	" "	18 " "
1/4"	" "	96 " "
1/8"	Birch plywood	9 " "
1/4"	Hard "Masonite"	32 " "
1/4"	Plexiglas	1 piece: 16-1/2" x 23-1/2"
1/4"	Glass (for shelves)	2 pieces: 9-3/4" x 18-1/2"

The less expensive poplar and fir plywood were used in all internal construction where it did not show. All external surfaces were made of mahogany or mahogany veneered plywood except the upper surfaces of the desk top and the sliding shelves which are hard Masonite. At 1951 prices the material used to build the desk cost approximately $150.00. The weight of the empty Shop Desk is 320 lbs. so it would be best to decide on its permanent location before assembling it for use.

The extension of the kneehold into the Storage Cabinet, shown on Sheet No. 2, was made to give more foot room than the depth of the Pedestals allowed. This reduces the capacity of the Storage Cabinet but if storage space is more important than foot room, the front of the cabinet could be made flat. As noted on Sheet No. 2, the back of the Storage Cabinet is attached by screws only, as it must be removed when assembling or disassembling the desk to give access to the screws

attaching the Pedestals to the Storage Cabinet. Four 1-1/2" screws fasten each Pedestal to the Storage Cabinet. Four 1-1/2" screws fasten each Pedestal to the Storage Cabinet and are located as shown in the front view on Sheet No. 2. The screws go through holes in the front legs of the cabinet and screw into the rear base pieces and rear upper drawer separators of the Pedestals.

The cords of the desk light and the three electric circuits in the Upper Cabinet all plug into the outlets shown in the drawing of the back of the Storage Cabinet on Sheet No. 2. This is to allow the cords to be disconnected when the desk is taken apart for moving. The switch for the fluorescent light in the Display Cabinet was installed in the top of the left end of the Storage Cabinet to conceal it but make it readily available through the cabinet door.

When constructing the pedestals the two sides were assembled first, after all parts had been made and fitted. Then the drawer separators, bottoms, base pieces and back were glued and screwed into place to complete the unit. The separators are held by glue only as there was no way to conceal the screw heads.

The molding around the base of the Pedestals and Storage Cabinet was made from 1/2" x 3" mahogany as shown in Section D-D, Sheet No. 2. The molding was attached to the base pieces by glue and by 1" screws put in from the inside as shown in Section G-G, Sheet No. 3. This was done after the base pieces were glued and screwed to the legs of the Pedestals and Storage Cabinet and hides the leg screw heads. When making the moldings they were temporarily screwed to their matching base pieces and the top edges of both were planed at the same time to insure a smooth joint.

Providing a place to store and use the "Midget Universal" woodworking machine was one of the basic reasons for designing the Shop Desk. This machine is very useful for all kinds of wooden model construction and a brief description of it may be of interest to other model makers. A 1/6th H.P. electric motor mounted under the base of the machine drives a shaft mounted in two bearings. A 3" circular saw blade is mounted on the left end of the shaft and extends up through a slot in a 6" x 7" table fitted with ripping and crosscut guides. The table can be raised or lowered to vary the depth of cut, up to 3/4". A 1/4" chuck is fitted to the right end of the shaft to take the accessories. One of these is a 2" sanding disk. A flat table, similar to that provided for the saw, can be clamped to the machine base and is grooved to take the crosscut guide so work can be held and sanded accurately. All the accessories are held to the machine base by a bolted clamp and can be interchanged easily. The other accessories include a wood-turning lathe of 2" x 14" capacity, a grinding wheel and tool rest, a sanding drum with a guide that permits sanding to a uniform thickness, a drill press with a 1/4" chuck that can be used for routing and shaping (some of the molding for the Shop Desk was made on this machine), and various buffing and polishing heads. The machine is very sturdy and accurate and is well worth the $90.00 it cost in 1947. It was built and sold by Mr. William C. Roemer, 656 Winthrop Avenue, New Haven, Connecticut, U.S.A. Unfortunately, Mr. Roemer died in 1954 and to date no one has taken over the production of this useful machine although I understand that several business firms are considering it.

The machine tool tray was made to hold the Midget Universal and all its tools and accessories. The latter are hung on hooks on the side and back of the tray, and small parts are kept in the removable tray. The Midget can be lifted out of the tray without disturbing the accessories or small tray. The drawer rollers under the tray were required because the complete Midget weighs about 25 lbs. Six

rollers were used to allow the tray to be rolled from the Pedestal floor to the opened door without dropping into the gap between them. A block was put on the door to keep the tray from rolling out too far and dropping off the door. The door hinge must be positioned so that the tops of the horizontal webs of the angle irons are level with the floor of the Pedestal when opened.

The Desk Top was made with a 1-1/2" overhang in front to give space to accommodate a clamp-on vise. As shown in Sheet No. 4, the top was made by gluing a layer of 3/4" poplar boards between 1/4" sheets of Masonite and plywood. Lack of clamps or weights made it necessary to nail the Masonite top down with brads evenly spaced at 4" intervals across the surface. The 1/2" mahogany edge strips around the top were also attached with glue and countersunk brads. The holes were filled with dark plastic wood.

After all the parts of the Upper Cabinet have been made and fitted, it is advisable to start assembling it from the top. Do not attach the plywood back of the cabinet permanently until the last step because it is much easier to fit the shelves, doors and latches if they are accessible from both front and back. Screw on a temporary diagonal brace piece to hold the cabinet in alignment while working on it. First, assemble the top cabinet, consisting of the front and side moldings, back and bottom to form a shallow box, using metal corner braces to reinforce the corners. Then fit the lower ends of the sides of the Tool Cabinets and Display Cabinet into their grooves in the base and attach with screws and glue. Assemble the top cabinet to the upper ends of these sides as shown in Section X-X, Sheet No. 6. The bottom of the top cabinet forms a butt joint with the tops of the Display Cabinet sides and is screwed directly to them. Attach the two end pieces of the small drawer unit to the main base of the Upper Cabinet as shown in the lower part of Section U-U, Sheet No. 5. Attach the Tool Cabinet assembly to the tops of these two ends as shown in the upper part of Section U-U. The molding covering the screws is glued and braded on later as is the molding around the bases of the two small drawer columns.

Assemble the 1/4" plywood shelves and dividers for the twelve small drawers next. Note that all these pieces have a thin strip of mahogany glued to their front edges to conceal the plywood. First, the five dividers between drawers No. 4 to 9 are glued and toenailed into their grooves in the bottom of the base of the Tool Cabinets. Bend the long shelf piece that supports these drawers until its ends will fit into the grooves in the ends of the small drawer unit, then straighten it up and attach it to the bottom edges of the five dividers with glue and small screws. The two inner sides of the drawer columns go in place next, and lastly, the shelves for drawers No. 2 and 3 and 10 and 11 are slid into their grooves from the back.

The center door and the Tool Boxes must be fitted quite accurately so they can swing freely and yet not have wide cracks where they meet. Be sure that the bottoms of the Tool Boxes do not scrape on the base. Note that the left Tool Box must be opened to allow room for the edge of the center door to swing when it is opened.

The Upper Cabinet is attached to the Storage Cabinet by four carriage bolts, two at each end. Remove the small drawers Nos. 1 and 12 and put the bolts down through the holes in the base of the Upper Cabinet and the matching holes in the top of the Storage Cabinet. The nuts are screwed on by reaching in through the doors of the Storage Cabinet.

When finishing the desk the mahogany surfaces were first filled to level the grain and then stained with medium mahogany oil stain. Several coats of satin-finish varnish were applied as a final coat. The drawers and insides of the Pedestals were covered with varnish only. The insides of the Display Cabinet, Tool Cabinets, Boxes and Panels of the Upper Cabinet were painted a pale greenish blue which contrasted nicely with the mahogany. The inside of the Storage Cabinet was painted the same color to make its contents more visible. The silhouettes of the tools were painted on the cabinets and panels in a darker smoky green color.

The deep molding around the top of the Upper Cabinet was built up in five layers as shown in Section X-X, Sheet No. 6. Each strip was cut to profile separately and then all five were glued and screwed together to make the full molding. The second section from the bottom has the grain running vertically to give a better appearance. This piece was made by gluing together short strips cut cross grain from a wide board. The tongues and grooves are to keep the molding in alignment when assembling. The piece of molding across the front of the Upper Cabinet does not have a groove in the bottom as these are needed only on the side pieces to align the ends of the Tool Cabinets.

The "Tutch Latches" used on the Tool Panels and Boxes were exactly what was needed for this arrangement of doors. The hook on the panel is gripped automatically by the latch mechanism when the panel is pushed shut. The Latch releases by pushing the panel in about 1/8th inch.

* * * * * * *

Notes by the Secretary on "A Shop in the Living Room"... The pictures accompanying this article do not give full justice to the beautiful workmanship of the author. He has prepared a series of six sheets of plans showing full details of the construction of the desk. Due to the high cost of photo-offset printing, only the first sheet was included with this article. If there should be sufficient demand by members of N.R.G., the remaining 5 sheets will be reproduced in a future issue of the JOURNAL. Meanwhile, anyone seriously considering reproducing the "desk shop" may obtain 1/4" to 1" scale drawings at a modest cost.

The "Midget Universal" wood-working tool mentioned in the article is now manufactured by The Riverside Manufacturing Company, Inc., 427 West Rock Avenue, New Haven, Conn.

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SLOP CHEST

Monthly Nautical Magazine, April-July 1855 issue (384pp) in contemporary binding, tight copy. Price $6.00 postpaid. Includes description and spar dimensions of GREAT REPUBLIC as rerigged; lines and spar dimensions of DREADNAUGHT; description of Forbes' Rig; spars of FLYING SCUD- - etc. Write to John Lyman, 7801 Gateway Blvd., Washington 28, D. C.

L. W. Richardson, 1570 Westwood, Cleveland 7, Ohio - would like to obtain all of the 1950 issues of the NAUTICAL RESEARCH JOURNAL; the July 1949 number; and the Secretary's Letters for 1948.

Assorted sizes of linen rigging line - contact Thomas Hornsby, 537 Boyer Road, Cheltenham, Pennsylvania,

Charles Davis, 2946 Hove Avenue, Carlsbad, CALIFORNIA - has the following books for sale: FORE & AFT RIGS by Morris - $10; SAILING SHIP MODELS with portfolio of pictures by Nance - $25; NAVAL ARCHITECTURE by Peake - $3; AMERICAN FIGUREHEADS by Pinkney - $10; MARITIME HISTORY OF MAINE by Rowe - $4.

LETTERS TO THE SECRETARY

From Commander James H. Willey - - Time flies so fast now, that I have trouble keeping up with it. On the 17th of January, I'll pass abeam of my 76th Buoy and hope that many of my old friends and shipmates stop by the Anchorage here, to help me pass by, without running aground. What a feeling it is, that going aground - when you feel your ship hitting the bottom. They say that every Skipper, if he keeps on going to sea long enough, will, sooner or later, run his vessel aground. Though nothing like a real disaster has has ever happened to any vessel of mine, yet I have gone aground just four times, and have lost my stomach each time.

First was at Philadelphia. I was commanding the U.S.S. Vega. In going up the Delaware River, above the city, to get coal, at the coaling station (soft coal), the Camden Ferry violated the rules of the road and insisted on passing me to the left instead of the right, forcing me, to avoid collision, over too far and I stuck in the mud. Waiting until the Ferry came by on its return trip, I took advantage of the swell it made and I went astern full speed, with both engines and she pulled right out. At our next dry-docking I examined the steel bottom carefully, together with the shipyard Navy Inspectors, and failed to find any damage of any kind. Not a mark. World War One. 1918.

Second was the Vega again. World War One, 1918. Going up the north chennel from Key West going to Pensacola, a buoy was out of place, and mislead us on to a coral reef. This time we were stuck pretty fast. Lowered a boat and carried out an anchor (Kedge) on starboard quarter and carried hawser to after winch. High tide was at midnight. We got on the coral reef about 3 P.M. At midnight we went full astern with both props and heaved hard on the after winch, and we got her off with no damage. She had a fine steel hull. I was enroute from New York Navy Yard to Pensacola Naval Station.

Third. May, 1921. Commanding U.S.S. Eagle #47. Going astern, out of a slip, at Mare Island Navy Yard, California, backed too far and got stuck on the mud, on the Vallejo side. Waited until the San Fransicso Steamer came by, causing quite a swell. Going astern full, took us off and we were O.K.

Fourth. June, 1925. Commanding Flotilla of two vessels--U.S.S. Eagle #47 and U.S.S. Eagle #35, went up the Sacramento with both vessels, to Pittsburg, Calif. On turning into Pittsburg the #35 ran aground. I got a line to her and pulled her off, with the #47. Also had a kedge anchor carried out from #35's after winch. It was a very hard job, as Eagles' propellers stick down 3-1/2 feet below the keel and have to be dragged along the bottom. - - Commander Willey concluded his letter by wishing all hands a Merry Christmas and prosperous New Year.

From Frank W. Thober - - I am planning one more article on this subject "Standard Oil Sailing Ships"), but cannot say now just when it will be ready. This will include a summary of the ships' passages, lines and sail plan of the ACME, a bibliography and information on other sources I used in preparing the series of articles, and perhaps some other miscellaneous material.

We are having our first meeting of the season (New York Chapter N.R.G.) at the Seamens Institute (October Meeting) - -. For this we are asking each member to bring some item of interest - a model, book, picture, etc., and to be prepared to tell about it. We have done this a couple of times before with considerable success. Speakers have been lined up for two or more meetings, so we are looking forward to a good season. The last couple of issues of the JOURNAL have been right up to the usual standard. Of particular interest to me were the articles on the OTAGO and on luggers. Keep up the good work.

From Willis L. Nye - - I went to the "BALCLUTHA Restoration and Splicing Society" banquet (October 1957) - - that now has officially 28 charter members who worked on the ship (3 since have passed on) and stage a feed twice a year. It is a good group of fellows, and there are no dues, no by-laws, no rules, no forms, and no officers except a volunteer secretary who gets stuck about twice a year to do the paper work. Arthur Godfrey was there - - and spoke well of the work we had done. While I never had an opportunity to do any of the physical work, I had the sailing lamps, trimming lamps, and interior lamps all reworked at our glass warehouse as well as sending a couple of glass men to go over the ship's skylights and work the leaks out of them - all of which makes me a quarterdeck member and can use the ship free of charge at any time. The BALCLUTHA exhibition project grosses $50,000 a year, pays the salary of 7 persons and supports the Maritime Museum here. We had a number of N.R.G. members at the banquet, and Captain Dodge, the Master of Ceremonies, paid high tribute to the work the Guild was accomplishing. Part of the program included showing colored movies of the voyage of the C. S. THAYER coming down the coast. All of the crew were present except the Master. The movies were good and in three reels.

"Project X" that is going to expand the area around the Maritime Museum into a big marine and transportation area is going ahead... The State has allocated the $2,000,000 (from offshore oil royalties) to do the additional work and the land is available. We shall have Amundsen's GJOA, the ferry boat EUREKA, CALCLUTHA, a steam schooner, C. S. THAYER, etc. on exhibition, also old locomotives and so on.

Incidentally, the Maritime Museum now has their library in order and the staff is cataloging books, photos and drawings... This "Project X" should help the Guild in some respects by generating some more enthusiasm for old-time ships, and you can note right now we expect to give Mystic some competition.

From Philadelphia Ship Model Society, W. J. Crothers, Secty. -- Frank Watson announced that photostatic copies of certain plans of United States ships captured by the British (period 1780-1812) are available from the Mariners Museum at Newport News, Virginia. The plans consist of hulls and some deck views. There are no spar drawings. Names of the ships may be secured from the Museum and Watson....

From A. Hoigard (the "no expert" on construction of plastic models!) - - I just got back from the National Jamboree last Sunday during which expedition I did spend two and a half days in D. C. I had one free evening in which I was with my mother, sister, brother-in-law, a niece, a nephew and Senator Douglas. I was really serious about calling you, but I honestly didn't get the chance. I had 37 Boy Scouts to take care of and the only reason I got the one evening off was that I made a deal with another scout-master, and we put both troops in movie-house and he watched them. I had three free hours. And, of course, all of the rest of the time we toured Washington - at a fast trot. - - -

Of course my model work has suffered. I should say it has been neglected - it has always suffered. I have been given two more plastic kits, one, the Roger Taney, by an exasperated fellow employee, and the other, The Robt. E. Lee, by my kids who I suspect conspiracy. But I fooled them. The Lee came out quite nicely - just like the advertisement says. (This is not the big one but the little one by Revell.) The Taney I just put the rudder on it and hung it from the ceiling so all that can be seen is just the bottom of the hull. A sort of a votive offering to the gods of automation. It looks pretty good and impresses a lot of people. At least they wonder what in the hell it is doing up there, my house not being a church. I think I might even add the bowsprit. - -

CANAL STEAM BARGE
CITY OF PEKIN

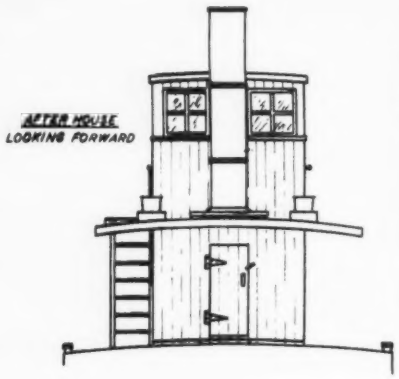
REG. NO. 125488

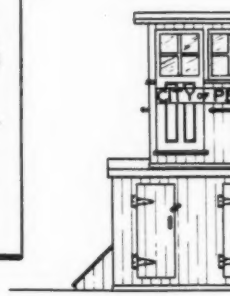
OWNER – ILLINOIS RIVER PACKET CO. HOME PORT – PEORIA, ILL. BUILT 1875 AT CHICAGO. AS "CITY OF HENRY". WAS HORSE-DRAWN UNTIL 1911 WHEN SHE WAS CONVERTED TO TWIN SCREW STEAMER AND RENAMED "CITY OF PEKIN"

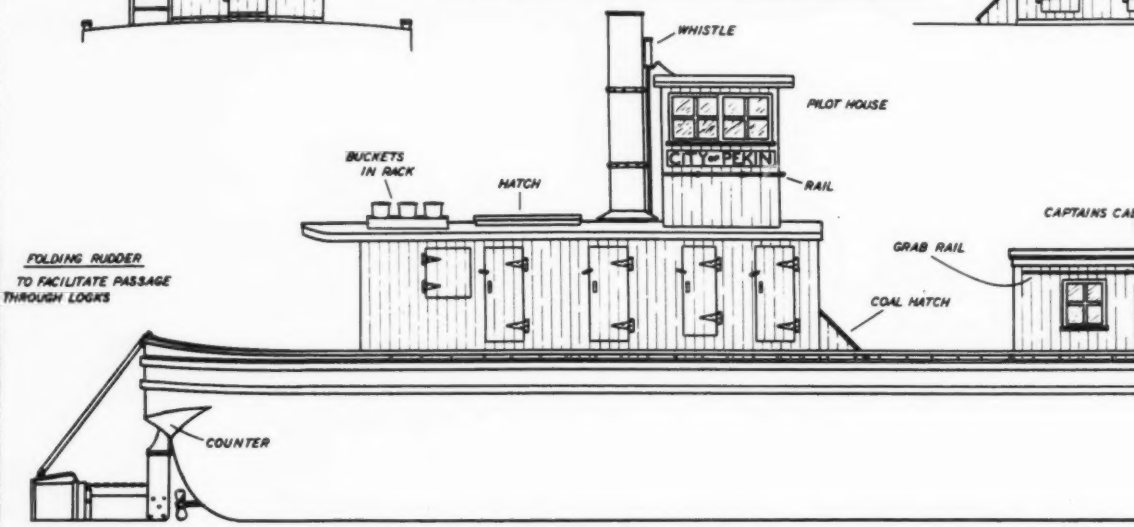
ENGINE – 2 CYL., 10" BORE, 14" STROKE, HORIZONTAL – 150 LBS. PRESSURE, 100 H.P. – WAS GEARED TO TWO PROPELLER SHAFTS

DRAWING SCALE – 1/8" INCH EQUALS 1 FOOT

MODEL SHIPWAYS







NOTE – NUMEROUS DOORS GAVE NECESSARY VENTILATION

COLOR

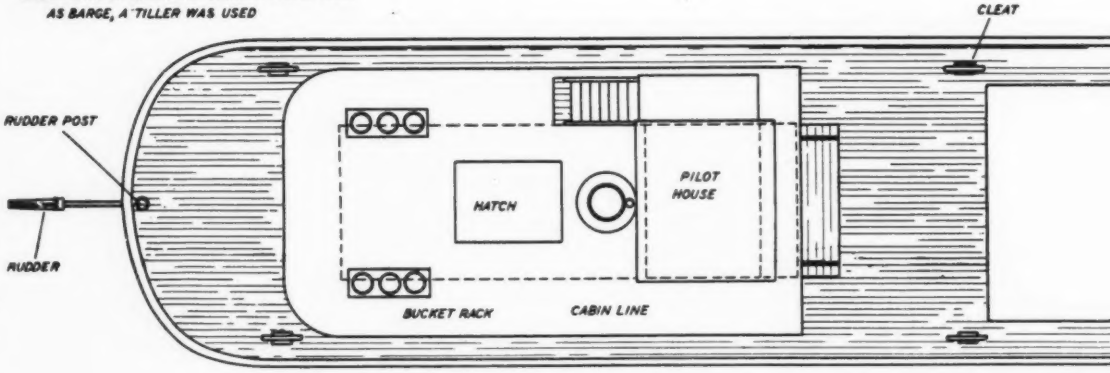
HULL – APPLE GREEN OR RICH YELLOW

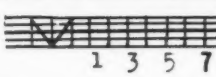
DECK – GRAY-IVORY OF BLEACHED OAK P

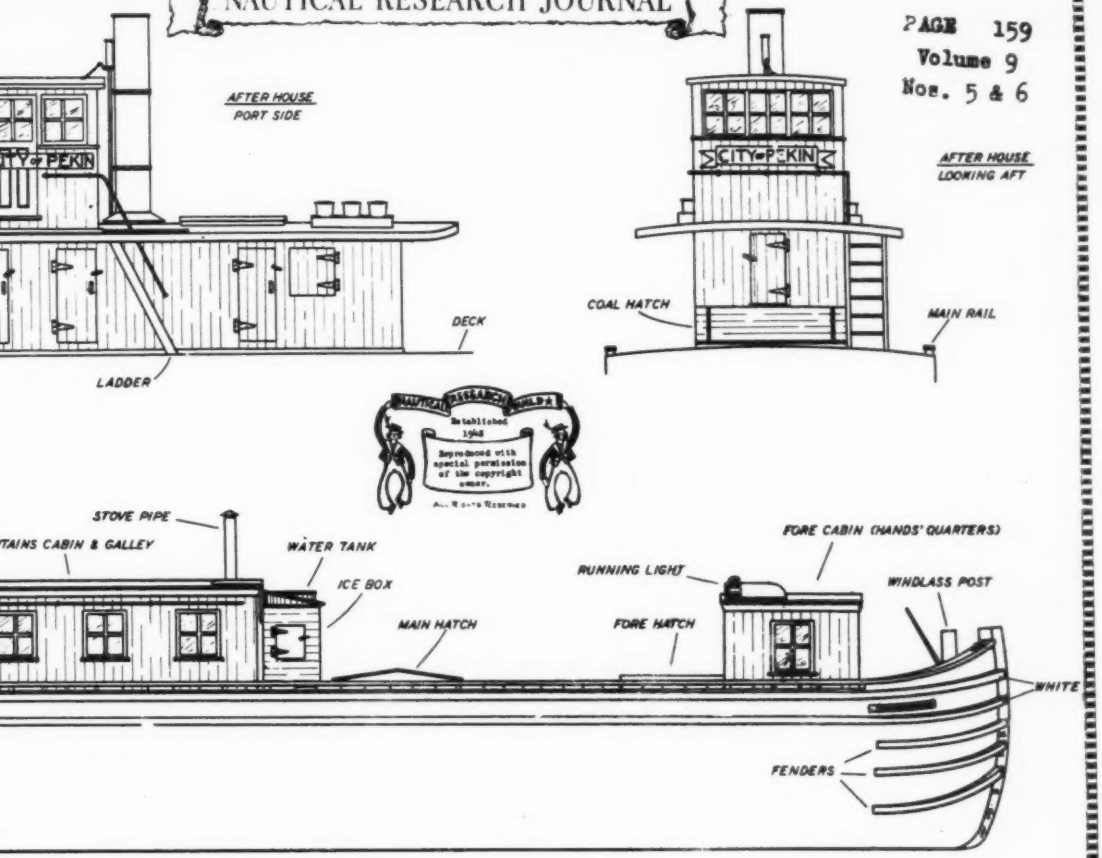
CABIN SIDES, HATCHES, STRAKES AS IND

CABIN ROOVES – GRAY

STEERING IS BY QUADRANT LOCATED BELOW DECK AS BARGE, A TILLER WAS USED







NAUTICAL RESEARCH GUILD
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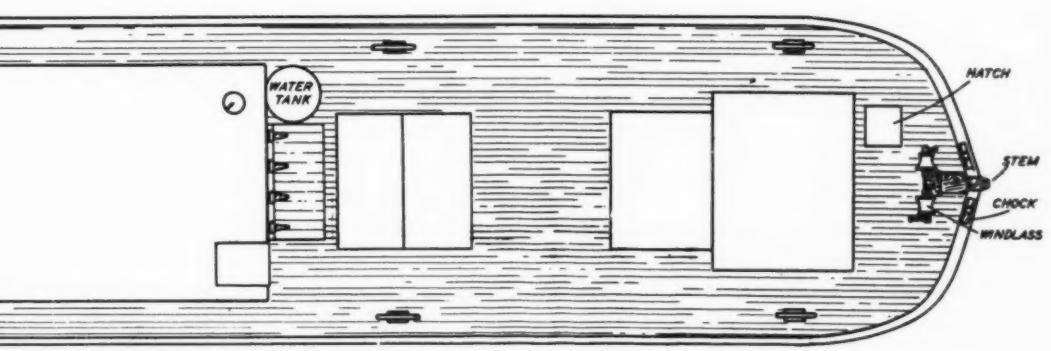
YELLOW
ED OAK PLANKING
S AS INDICATED - WHITE

SMOKE STACK, ANCHOR, CLEATS AND OTHER IRONWORK - BLACK
CABIN TRIM AND SASH - GREEN
ALL PAINTS TO BE SATIN OR FLAT FINISH



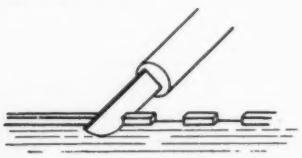
Steam Canal Barge **CITY OF PEKIN** of Peoria, 1911

NAUTIC

Each canal system in the United States had barges which ran to type, and had characteristics, lines, construction features typical of the certain system. CITY OF PEKIN (ex CITY OF HENRY) is true to type of the Illinois and Michigan Canal barges. The length, width and depth of barges were governed strictly by canal and lock capacities.

Suggested Procedure of Construction

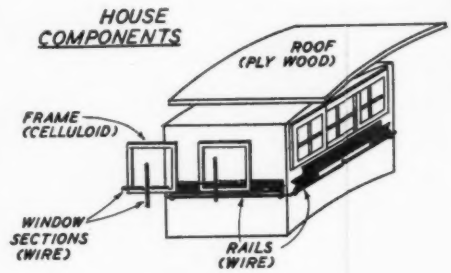
Hull: As furnished is machine carved. File and sand bow and stern to conform to plans. Study the lines to make sure you understand the curves involved. The bulwarks, extending from bow to stern, are thick as furnished (to protect in shipment, handling, etc.) and should be thinned to about 1/16", using flat chisel. Be careful not to mar the deck.



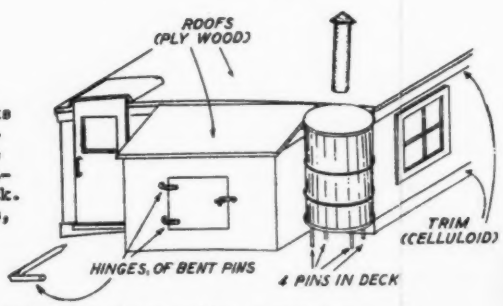
Lay out bulwark blocks, marking with pencil. With razor edge, cut bulwark down to deck, and remove the laternate blocks. An alternative method is to cut the bulwarks off, to deck level (but not the solid portions at bow and stern), and glue on proper sized blocks cut from strip wood. By the latter method it is possible to do a cleaner, neater job. Make rails of strip wood, using plastic material at bow and stern where curves are sharp. Cut and fit stem, place with pins and glue. With straight edge and scriber, score deck for planking. Planks should be no wider than 3/32". If in doubt as to result, it is better to omit this "planking" operation. Make sheer strakes (along sides at deck level) of wood, and at bow and stern where bend is sharp, make them of plastic, which bends easily when heated. Cut and fit the fender strakes at bow. Be certain these are aligned properly. Drill rudder post hole at stern, passing out thru counter. Drill hole for windlass at bow.

With hull complete, give it a final sanding. Trim off stray glue with razor. Give thin coat of shellac, sand lightly, then a second thin coat, sanding with fine grade paper. Paint according to instructions on plans.

It is better to construct the houses and hatches off the hull and add them as completed units. Start with forward cabin. Cut roof from plywood, allowing 3/32" overhang, which may be trimmed to size later. Add trim, moulding, doors and windows. Windows may be built up from strips of wood. A better method is to cut window frames from sheet plastic, punching out the inside areas with razor edge. Scratch the outlines before attempting to cut. Wire snipt to size may be used for cross pieces in windows.



Hatches are made from flat blocks of wood. After cabin roof has overhang to shelter the afterdeck. Glue and pin this roof, then finish painting cabin. Drill hole for smokestack. Now make pilot house. For handrails, insert small eyebolts in side of house, and put straight length of wire thru eyes.



As last step before mounting on pedestals, place rudder in position.

Fittings

2 Chocks	40	1 Water tank	CP
8 Cleats	45	1 Galley stack	CP
1 Anchor	10	1 Smokestack/whistle	CP
Pr Running lgts	115	2 Bucket rack	CP
1 Bow windlass	CP	1 Ladder	177
1 Rudder	CP	Wire, lill pins, plastic sheet	

Wood parts

Rails and strakes	(6)	1/16 x 1/16 x 12"
Cabins (main)		3/4 x 1 1/2 x 2"
(fore)		3/4 x 7/8 x 1 3/16"
(pilot)		3/4 x 7/8 x 1"
(after)		13/16 x 1 x 3"

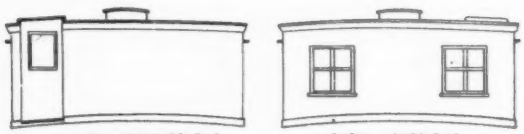
Model Shipways

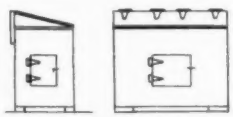
39 WEST FORT LEE ROAD

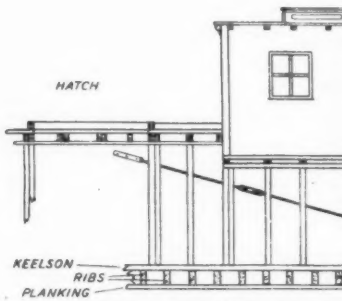
BOGOTA, N. J.

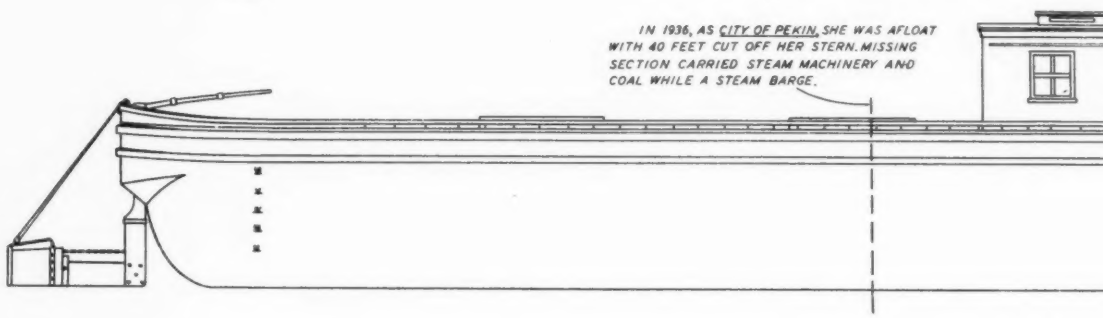
CANAL BARGE
CITY OF PEKIN
EX CITY OF HENRY
DRAWING SCALE 1/8" = 1'

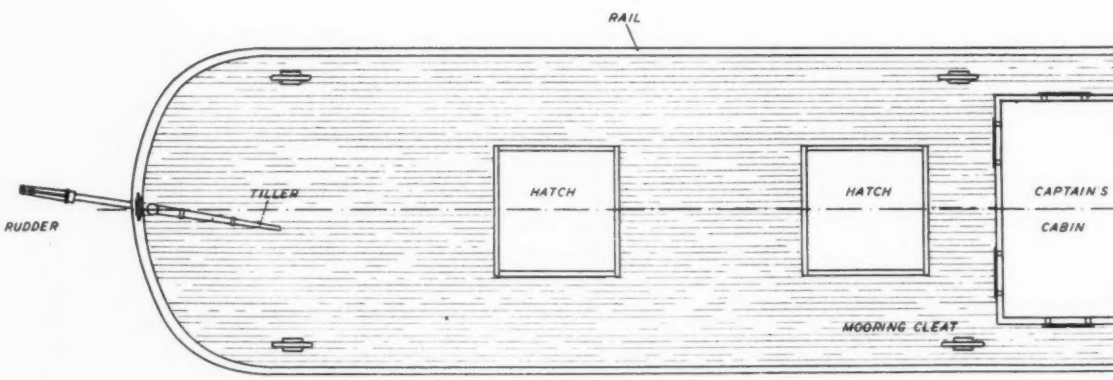
NAUTICAL RESEARC

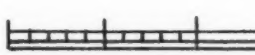


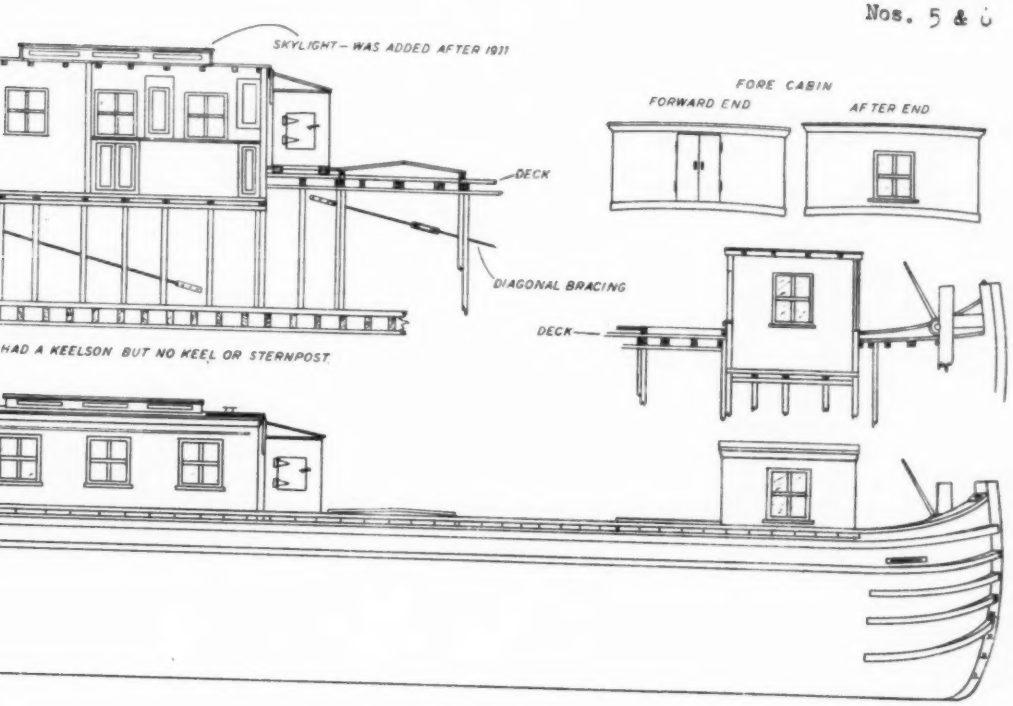




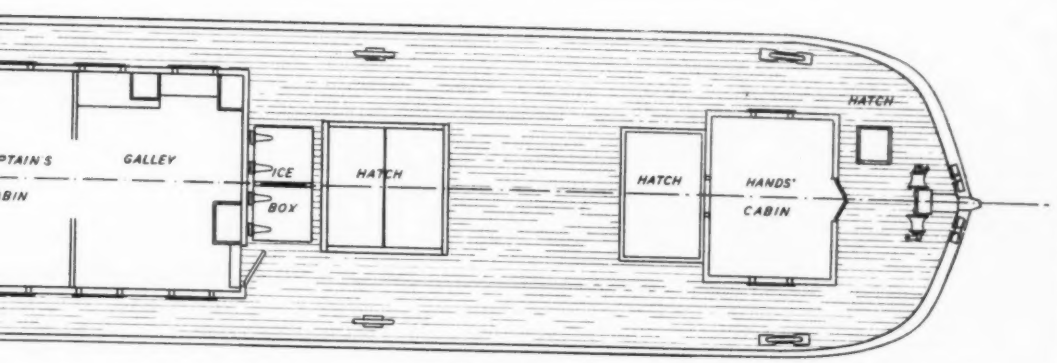

IN 1936, AS CITY OF PEKIN, SHE WAS AFLOAT WITH 40 FEET CUT OFF HER STERN. MISSING SECTION CARRIED STEAM MACHINERY AND COAL WHILE A STEAM BARGE.






SKYLIGHT—WAS ADDED AFTER 1911
DECK
DIAGONAL BRACING
HAD A KEELSON BUT NO KEEL OR STERNPOST

FORE CABIN
FORWARD END
AFTER END
DECK


PTAIN'S
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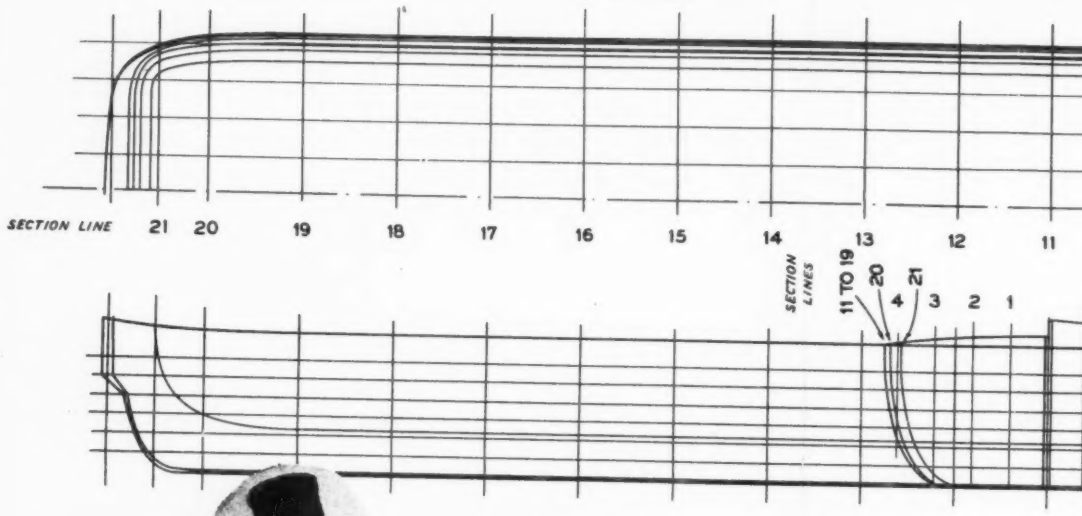
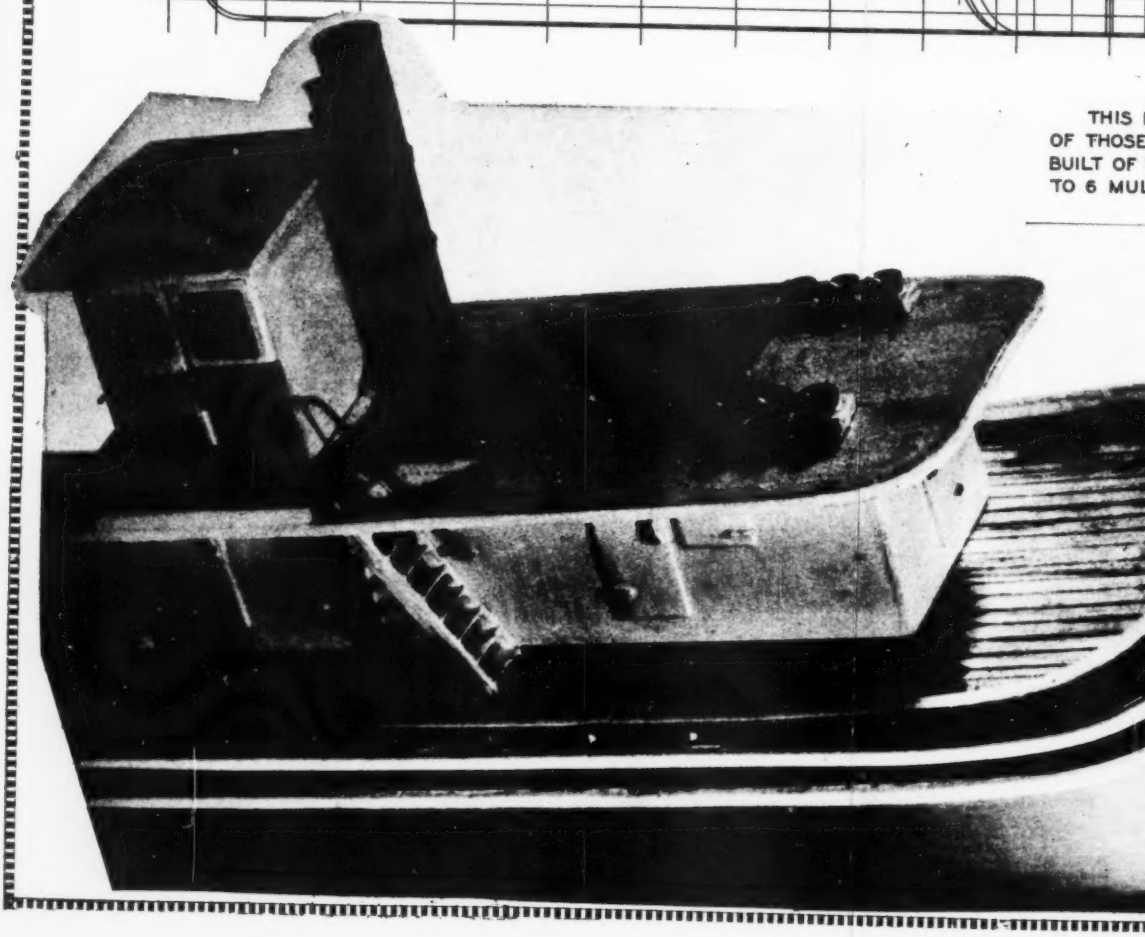
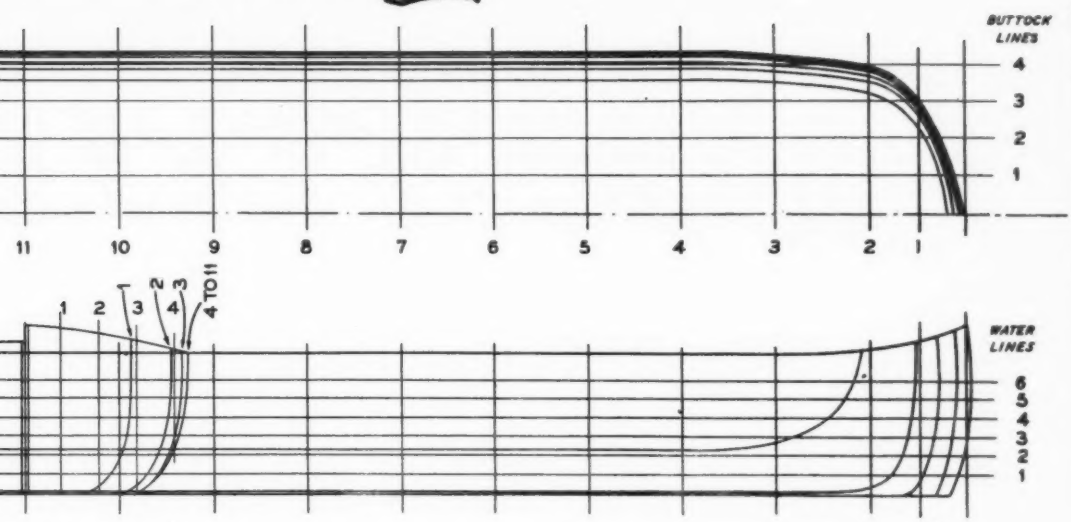


THIS
OF THOSE
BUILT OF
TO 6 MUL

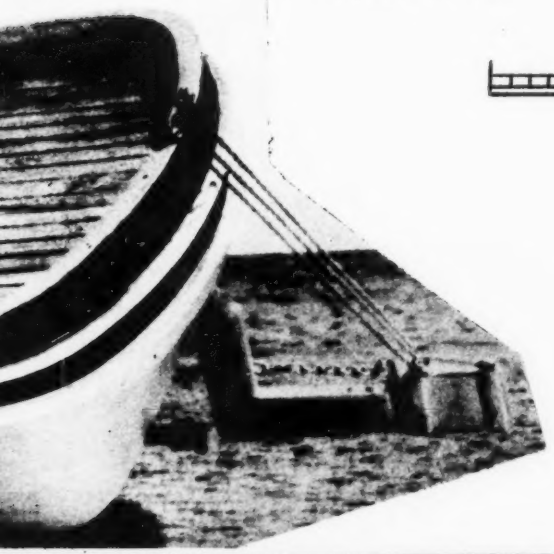


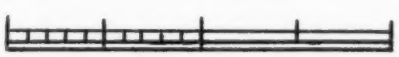


THIS BARGE WAS TYPICAL IN SIZE AND FEATURE THOSE USED ON THE ILLINOIS & MICHIGAN CANAL. LT OF WHITE OAK AND YELLOW PINE. TOWED BY 4 6 MULES AT 1 TO 5 M.P.H. DEPENDING ON CURRENT AND LOAD. CREW— CAPTAIN, STEERSMAN AND DRIVER. WAS REBUILT IN 1894, 1908, AND 1911 WHEN SHE WAS CONVERTED TO STEAM AND RENAMED CITY OF PEKIN.

ACKNOWLEDGEMENT TO U.S. NATIONAL MUSEUM FOR INFORMATION AND LINES. FOR CANAL HISTORY SEE J.A. PUTNAM. "ILLINOIS & MICHIGAN CANAL". CHICAGO HISTORICAL SOCIETY.

LENGTH	— 99'2"
BREADTH	— 17'4"
DEPTH	— 6'9"
GROSS TONS	— 95





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MODEL SHIPWAYS
BOGOTA, N.J.

QUERIES

127-1 by Thomas Hornsby - - I am making a record of Philadelphia house flags from 1785 to present. Would like to receive a sketch or record of any flags known to members. Research on subject covers sail and steam.

127-2 by John H. Kump - - would like to contact a fellow member who is a camera fan - and who is interested in taking detail shots of nearby ship model collection (e.g. collections convenient to the photographer). Mr. Kump has expressed willingness to purchase useable photographs.

127-3 by Charles S. Fox - - I am still collecting material for the Cutter #30, MANHATTAN, with particular reference to deck arrangements, photos and color schemes. As a winter project, I hope to draw up a set of plans for the model builder on a 1/4" scale which may be used in the JOURNAL. This will include lines, exterior plans and interior arrangements if the basic information is obtainable.

127-4 by Edward A. Mueller - - Am having some trouble locating details of all the deck appurtenances, houses, etc. that adorned the GREAT EASTERN. I have construction plans of her rather than "as built" and there seem to be many changes. Some of these I've managed to track down via period photos, but details such as the deck house windows, doors, etc. are a mystery. - - Incidentally, the GREAT EASTERN plans I have (95% of which are pretty authentic) are reproduced on vellum, 3/32" - 1' and are available for cost of reproduction.

127-5 by Robert W. Taber - - Do you know where I can obtain a picture of the RED JACKET?

127-6 by R. Denault (reply through Secretary) - - I am planning to build a model of a Staten Island-69th Street ferry and would appreciate any information, photos, plans or reference material especially as to the hull shape and dimensions. If information is available on THE TIDES or THE NARROWS, please advise.... Have been unable to obtain a reply from the 69th St. Ferry Association....

127-7 by Barry Green - - would like to know where and how he can obtain details on plank and frame methods employed in the construction of Spanish galleons....

128-8 by Edwin N. Rich - - On November 25, 1759, the British fleet, consisting of Brig DUKE OF CUMBERLAND, Sloop BOSCAWEN and Radeau LIGONIER, plus 4 captured French sloops, were stationed under Lt. Robertson at Ticonderoga. Six of these seven ships were new in 1759 and apparently dropped from sight at this time. In 1775, the only two vessels reported to be on Lake Champlain were the Sloop ENTERPRISE and Schooner LIBERTY. Does anyone have any information as to what happened to these former vessels? In January 1777, Gundelo NEW YORK was at Ticonderoga. Does anyone know what happened to her after that date? In 1783 the British ships ROYAL GEORGE, INFLEXIBLE, MARIA, THUNDERER, CARLETON and ROYAL CONVERT, together with the Galley WASHINGTON and TRUMBULL, plus the LEE and JERSEY, were at St. Johns where the LIBERTY had been declared unfit for service in 1780. In 1790, Job Boynton and Gideon King of Burlington, Vermont, purchased two heavy schooners that had been used for war at St. Johns, and later used them between Burlington and St. Johns to carry horses. Does any member have any information regarding the names of these two vessels, what became of them, and the remaining vessels at St. Johns. - - - I am very anxious to complete my study on Arnold's Fleet - - .

128-9 by Edwin N. Rich - - Would like to get some particular information on a certain cannon in the Valley Forge Museum. Anyone living in the vicinity who has time to make the investigation will certainly oblige the inquirer.

Answers received to past queries

087-10 reply by L. W. Richardson - - The SUCCESS was on exhibition for many years in various Great Lakes ports. In 1943, she was abandoned by her owners and allowed to

sink at dockside in Sandusky, Ohio. Later she was refloated and towed to a point in Lake Erie off Port Clinton. She was being stripped when she caught fire and burned to the water's edge on July 4, 1946.

In the Reference Department of the Chicago Public Library, there is a document from the Investigation Branch of the Commonwealth of Australia outlining the history of this ship. According to this account, the SUCCESS was built in 1840 (instead of 1790) and was never used as a convict transport. It includes a detailed summary of her history and proved voyages. This document was reprinted in full in "Inland Seas", Vol. 3, No. 2, April 1947. The same issue has pictures of the ship before and after burning. Other pictures of the vessel may be found in "Memories of the Lakes" by Dana Thomas Bowen, Cleveland, 1946.

087-7 reply by L. W. Richardson - - In "Deep-Water Sail", Mr. Underhill lists the registered dimensions of the SHENANDOAH as 3407 tons, length 299-7', beam 49.1' and depth 19.9'. From his comments, one judges he has access to photos of both the SHENANDOAH and the ROANOKE. The same volume contains a plate of the SUSQUEHANNAH at a dock.

087-4 reply by Thomas Hornsby - - Plans of the Confederate ALBEMARLE did exist at one time. They were loaned to Donald McKay by John Lenthall in July 1865, together with those of the COLUMBIA, another ram. They are not now in the collection of Lenthall plans.

087-6 reply by Thomas Hornsby (relative to plans of the PRINCE DE NEUTCHATEL):

(1) Those that appear directly below the scale are for the diagonals; the set with the transverse station lines drawn through match the body plan.

(2) Neither. Cut the deck line to the height at center line;take this from Inboard Profile in lower drawing. The round of beam (camber) for this vessel will be about 4 to 5 inches; work this into the deck from the center line to the deck at side. If necessary make a camber board, which is the method used in wooden shipbuilding.

(3) The waterline is the next line below 'deck' in body plan, and extension of line of same to the after frames in the same plan. It is the top of the upper lift in the profile plan.

(4) The long 18's would be from 1.50" to 1.75"; the carronades from 9/16" to 5/8", depending on exact guns, if known.

(5) Try "Flags of the World", McCandless & Grosvenor, 1917. Same data was published in the 1917 copies of National Geographic Society, which are available in any large library.

087-9 reply by Thomas Hornsby (relative to the ARK) - - Genesis, Chapter VI, verses 14-16 give only scant information. Gopher wood is thought to have been a type of cedar. A cubit is reported to equal 1.824 feet, and from this the dimensions can be computed.

087-2 reply by Daniel F. MacNeil - - suggests Director Karl Kortum, San Francisco Maritime Museum, San Francisco 9, Calif., may have some old sketches from the shop of the late Ephraim Foster Tway, Shipsmith. Mr. Tway made new iron and steel work for the GJOA in 1949 and some leads may be obtained from his letter to Secretary Harry Hamilton published in the December 1950 N.R.G. Secretary's Monthly Letter (pp 161). (Noted -- that a write-up on Mr. Tway and how he did the forgings for the GJOA appeared in the April 1949 "Pacific Marine Review".)

****ANNOUNCEMENT - The Grace Line is sponsoring an exhibition of miniature maritime sculptures by A. G. Law. In all, there are ten miniature ships, representing 25 years of effort in the creation of a history of ships in extreme miniature. Four of the models have been loaned by Mariner's Museum and one comes from the private collection of "Senator" Ford of Southold, L.I., N.Y. The remaining five models are from the personal collection of Mr. Law and will be available for sale to interested collectors after the exhibit. The exhibition will be held from January 9th through January 30th in the Grace Line's north exhibition window of the International Building, Radio City, N. Y.

INTRODUCTION OF NEW MEMBERS

CAULKINS, H. JAMES, 88 Five Mile River Road, Darien, Connecticut - - was introduced to the Guild by Mr. Andrew M. Underhill, Jr. We hope to have more data on Mr. Caulkins' field of research in the near future.

GREEN, BARRY ADAMS, 4237 W. Avenue 42, Los Angeles 65, California - - has rejoined the Guild and advises he is continuing model building research in the 1600-1820 period. At present he is seeking plans of an English ship-of-the-line of about 1640 similar to the SOVEREIGN OF THE SEAS.

HAMPTON, ROY, Rural Route #2, Central City, Iowa - - wrote "In 1946 I shipped as a "cowboy" on the SAGINAW VICTORY for two trips to Poland, where I helped tend the relief shipments of cows and horses by UNRRA. Now I am a corn-hog farmer, but am continuing interest in the sea by building ship models in my spare time. Sailing vessels are of particular interest...

HRUSKA, CHARLES FRANK, 417 East 78th Street, New York 21, New York - advises he has two interests, (1) sailing men-of-war of the period 1700 to 1850 - principally American, English, French & Dutch designs and (2) marine steam engines used in the early steam ships (1800-1850), particularly "side-lever" and "walking-beam" paddle engines. Research into means of propulsion is preferred to voyages and battles, etc. Mr. Hruska is a professional model builder and was introduced to the Guild by Mr. Karl Wede.

LEAVITT, CLYDE M., 823 South Pascagoula Street, Pascagoula, Mississippi - - describes his activities as a model builder researching in 18th century craft. He presently has under construction a $\frac{1}{4}$" scale built-up model of a 74 gun ship. Plans were redrawn from those published by M. Stalkartt in 1781. (The Secretary hopes to print photos sent in by Mr. Leavitt in a future JOURNAL. Also, it might be added that Mr. Leavitt is the author of the article that appeared in "Mechanix Illustrated" magazine on how to build a plank and frame model of "The Brig LEXINGTON".)

MORONEY, Captain JOHN W., First Motor Transport Squadron, APO 218, New York, N. Y. - - writes that he became acquainted with N.R.G. through some of our mutual friends in the Wembley Ship Model Society. Captain Moroney is a ship model builder of recognized ability (awarded "Very Highly Commended" for his LEON at the Model Engineer Exhibit in London) and is presently Chairman of the W.S.M.S. of Wembley, England. Main interest is sailing ships of the 19th century, and after that small open boats of the U.S. Navy. Captain Moroney will welcome correspondence with other members interested in the same field of research.

MUELLER, EDWARD ALBERT, 1615 Hasosaw Nene, Tallahasee, Florida - - is a model builder and presently completing a 3/32" scale model of the GREAT EASTERN. His period of interest is particularly 1870 - 1880 and later. Mr. Mueller welcomes contact with other GREAT EASTERN researchers.

PALARDY, JOSEPH H., 231 Hillside Avenue, Valley Stream, New York - - models early American sailing vessels. Presently working on 1/8" scale model of the FLYING CLOUD and preparing to undertake the CONSTITUTION on a 1/4" scale.

SNOW, EDWARD ROWE, Marshfield, Massachusetts - - is interested in all unusual episodes in sea history particularly those dealing with pirates, shipwrecks, treasure and ships. Mr. Snow is a well-known columnist in the New England area and was introduced to the Guild by Mr. Ralph Eastman.

TOD, GILES M. S., 25 Cushing Avenue, Hingham, Massachusetts - - was introduced to the N.R.G. by Mr. Andrew Nesdall. We hope to advise of his field of study in a future JOURNAL.

INTRODUCTION OF NEW MEMBERS (continued)

VON DER PORTEN, EDWARD PAUL, 108 Norman Ct. 4, Irvington, California - - advises he is interested in maritime and naval history, sailing ships, ship models, and research on early California explorers, especially Drake in Nova Albion. Mr. Von Der Porten is a member of the Pacific Marine Research Society, the Society for Nautical Research, and was introduced to the Guild by Willis Nye.

SANCOMB, PERLEY B., 310 Norton Avenue, Novato, California - - was introduced by Captain Kristen Persen. We hope to report further on his interests in a future JOURNAL.

SELL, WOLFGANG, Flemingstr. 11, Hamburg 39, Germany - - became acquainted with the Guild through Messrs. Eckhart & Messtorf (Publisher members of N.R.G.). Herr Sell advises he is a model builder interested for the most part in the smaller sailing craft of the 17th century. Presently completing a 1/4" - 1' model of a Dutch "Staatenjacht" from plans provided by Robert Loef.

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Mr. Edwin Rich of Wellfleet has advised that one of our original members of N.R.G. - Mr. Harry Erskine - passed away recently.

* * *

SHOPNOTE by J. W. Partin, Jr.
"How to make a small brush for Precision Painting"

The brush is made of three lateral splines from a chicken feather tied to a handle. The smaller the brush, the smaller the feather must be for the splines.

To make the brush, split a piece of soft wood to a square about the size of a pencil and five or six inches in length. Trim the piece of wood to a long taper so as to end in a 1/16th inch point. On one side, make a groove about 3/8ths inch long and just deep enough to lay the splines therein. A fine file can be used for the purpose and likewise an awl or knife point.

For a binder, untwist a length of #30 so similar size sewing thread and use one of the three strands to bind the splines in the groove. The splines are pulled as a unit with tweezers.

Hold the splines in place with the thumb while binding splines into place. Finish the binding operation with a clove hitch over the end of the brush. Moisten a finger tip with some glue and thinly apply to the binding to assure its staying in place during use.

BOOK REVIEWS

DIE KATALONISCHE "NAO" VON 1450 (The NAO of Catalonia of 1450) by Heinrich Winter, published by Robert Loef, Magdeburg, Germany. Distributed in U.S. by Karl F. Wede, Inc., Saugerties, N.Y. - - Staff report...

This work is an evaluation of the model in the "Maritiem Museum PRUBS GEBDRIK, Rotterdam, Netherlands and consists of 51 pages of text with frontispiece, 30 illustrations, 11 full-page plates and a set of lines with details and arrangements. The author covers the history of the model, present condition of hull, poop, forecastle, deckhouse, framing, decks and beams, decorations, equipment, etc. Also discussed is the type of model, the ratio of beam and length of ships from the 13th to 16th centuries with appropriate bibliography and line plans.

The NAO of Catalonia is the oldest ship model of the Western world, having been made around 1450, and it is the only mediaeval model that has survived. Winter's book gives a detailed scientific description of this most important model, based on careful research and study, and he compares the findings with contemporary pictorial representations of models which, until the appearance of the Nao, were the only source of information regarding mediaeval ships.

Until the discovery of this model some 35 years ago, there was no concrete example to aid naval historians in the reconstruction of a mediaeval merchant ship, (says John R. Stevens in his book Old Time Ships). There existed a number of good engravings and paintings of ships of that period. However, the finding of this model cleared up many of the difficulties of interpretation with these. Obscure technical points, that could not be explained by the experience of the past few centuries, and which were thought to have been largely due to artistic license, were, when seen in the round, found to be quite practical in their solution of the shipwright's problems, five centuries ago.

Although the book is in German, the many illustrations of mediaeval ships, gleaned from old manuscripts, incunabulae, portulan charts, etc., which are normally inaccessible, and the accurate plans of the model, drawn up by the author, make this book a necessity for anyone interested in the development of naval architecture.

THE LONG FLIGHT by D. A. Rayner, published by Henry Holt and Company, $3.00. Reviewed by V. D. Tate.

For the naval officer of the Napoleonic era the golden road to promotion, pay and the envy of his brother officers was a successful single ship action. The little known three-day encounter off Ceylon in 1808 between the British 36-gun frigate SAN FIORENZO, Captain Hardinge, convoying three East Indiamen, and the French 40-gun frigate and commerce raider PIEMONTAISE, Captain Epron, serves as the basis for a fictionalized recreation. Replete with more technical and in the main accurate detail on working and fighting a sailing warship than the average writer is likely to appreciate (the explanatory appendix might well have been a foreword), and with good character studies of the main participants, this is an excellent book for a specialized audience.

ADMIRAL PARIS SOUVENIRS DE MARINE - 1882 a 1892. Published by Robert Loef, Magdeburg, Germany and distributed in U.S. and Canada by Karl F. Wede, Inc., Saugerties, N.Y.

This reprint includes 25 plates reduced to approximately 9½" x 7½" of the more popular sailing vessels contained in the Admiral Paris Collection. The publisher has once again endeavored to make available a popular and valuable series of sailing ship details at a reasonable cost to students and model builders. Previous editions including the same subject matter have long been on the "rare" list. From time to time in past years, the Secretary has used a few plates "borrowed" from the pre-war edition to acquaint members of the N.R.G. with "Souvenirs de Marine". A translation of the more important technical terms is included in French, German and English. The collection will prove of great value for reference purposes to anyone interested in sailing ships of the 16th to 19th century period... Staff review.

The NAUTICAL RESEARCH JOURNAL is published by members of the NAUTICAL RESEARCH GUILD. Membership dues are $5.00 per annum and include all issues of the Journal published during the year, plus index of the current volume, plus copy of the latest Membership Roster. New members receive the numbers which have been previously issued in the current year.

Dues are payable January First of each year and are in force until receipt of the written resignation of the member. Opinions and assertions appearing in the Journal are the private ones of the writers. All rights are reserved and republication of material published should not be accomplished without the permission of the secretary.

The NAUTICAL RESEARCH GUILD is a non-profit and co-operative organization founded in 1928 by Harry D. Hamilton. All income of the Guild is used to defray publication and business expenses of the organization. No officer or member receives any monetary compensation for his contribution.

Secretary-Treasurer, James W. Harbin, Jr., 4110 Beall Street, Landover Hills, Md.
Membership Chairman, Willis L. Nye, 3038 Bridge Street, Hayward, California

SECRETARY'S REPORT TO MEMBERS OF THE N.R.G.

This issue of the Nautical Research Journal marks the close of Volume 9 and completion of a difficult undertaking. The delays between publications have been unavoidable due to commitments that could not be by-passed nor overlooked. The Secretary subscribes to the belief that "excuses" are a waste of time, and that the production of Volume 10 will be carried on as close to a reasonable schedule as may be humanly possible to do so. It is perfectly possible that there may be a lag in publication from time to time, but intentions are of the best, and a bit of understanding on the part of members of the Guild will be most helpful.

On this point, the Secretary would welcome additional comments from members on the possibility of continuing to publish the JOURNAL on a five-issue basis per annum, plus the annual revised Membership Roster and plus the annual index. Each issue need only be expanded by six additional pages to make up for the sixth issue, and it is thought that the resulting savings in postage - to some degree - will make up for the increased rate that appears to be "in the making" for 1958. The additional time factor appeals most to the Secretary, as it will give him more of an opportunity to take care of incoming correspondence than is possible at the moment. The Secretary does not recommend an increase in the annual dues to take care of increased costs of printing and postage, etc. at this time. It is preferred that the annual rate of $5.00 per annum be continued until such time when it is found that operating costs are "in the red".

Every effort has been made to improve the publication from a printing standpoint, and at the same time keep such expenses as reasonable as possible. Further improvements are planned for 1958 and your cooperation is invited. Articles, photographs, plans, and what have you - will be welcomed.

Approximately 25% of the membership have already forwarded 1958 annual dues, and if you have not already done so, please take care of the oversight at your early convenience. Reminders will be mailed in due course, but the Secretary will certainly appreciate not having to send out a large number of these. A new membership card has just been received from the printer and will serve as a receipt of payment of dues when received.

Secretary-Treasurer
JAMES W. HARBIN, JR.
4110 Beall Street
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The Nautical Research Guild is an international organization whose objective is to provide a central exchange for information and to promote cooperation among the membership. The addresses of new members are supplied as they are introduced in the Journal. The Guild is the only extensive nautical society wherein each member knows other members and makes it possible to provide individual contact within the organization.

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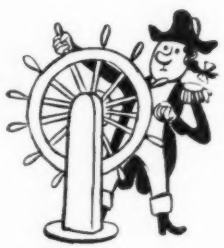

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